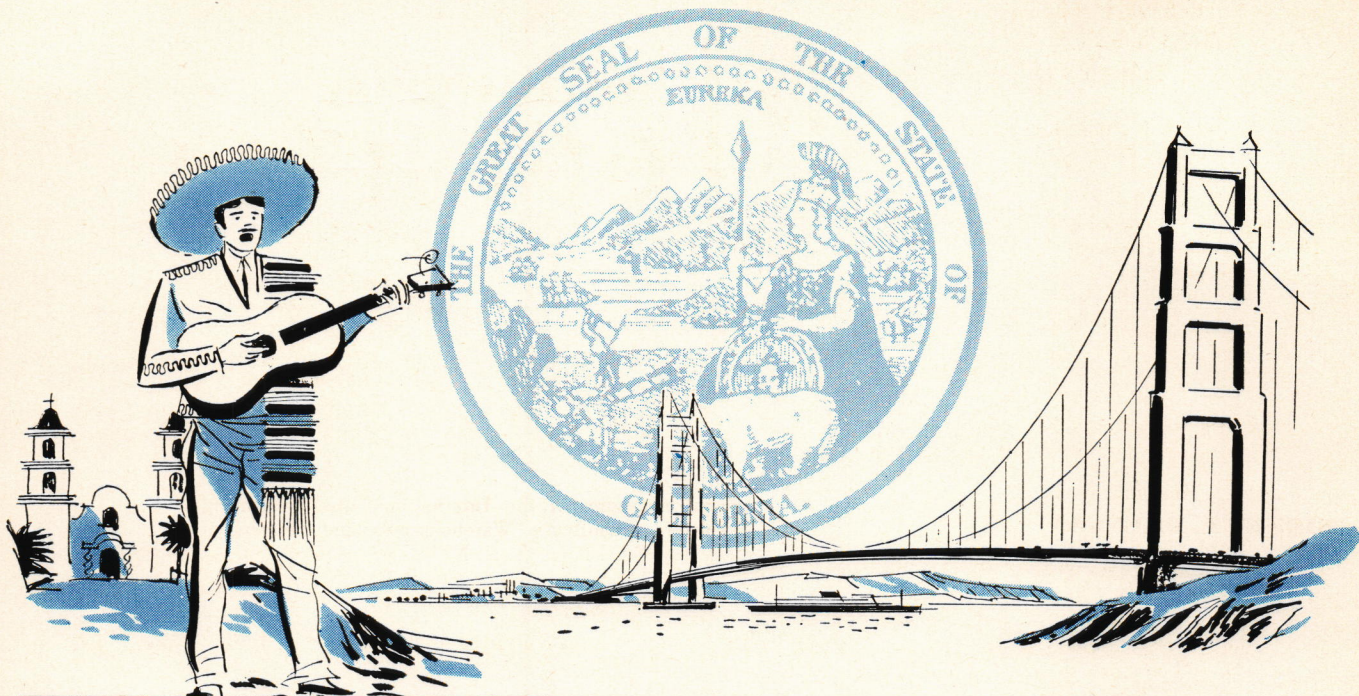


THE **T** INTERNATIONAL **eamster**

OCTOBER 1955



TEAMSTERS HELP BUILD ARCTIC DEFENSES



Teamsters Salute CALIFORNIA

CALIFORNIA, the "Golden State," is by far the fastest growing state in the Union. Actually, the nickname of the state is probably the most appropriate of any in the country since it was the rush for gold which led to the territory becoming a part of the United States.

If gold had been discovered a few short years earlier than it was, 1848, there is great doubt that the Spanish would have relinquished their hold on the area. As it was, Spain only occupied the California territory to keep the English and Russian settlers from moving too close to its Latin American holdings.

The name California was given to the southern peninsula by the Spanish and later it was carried to the north until at length it applied to the entire west coast.

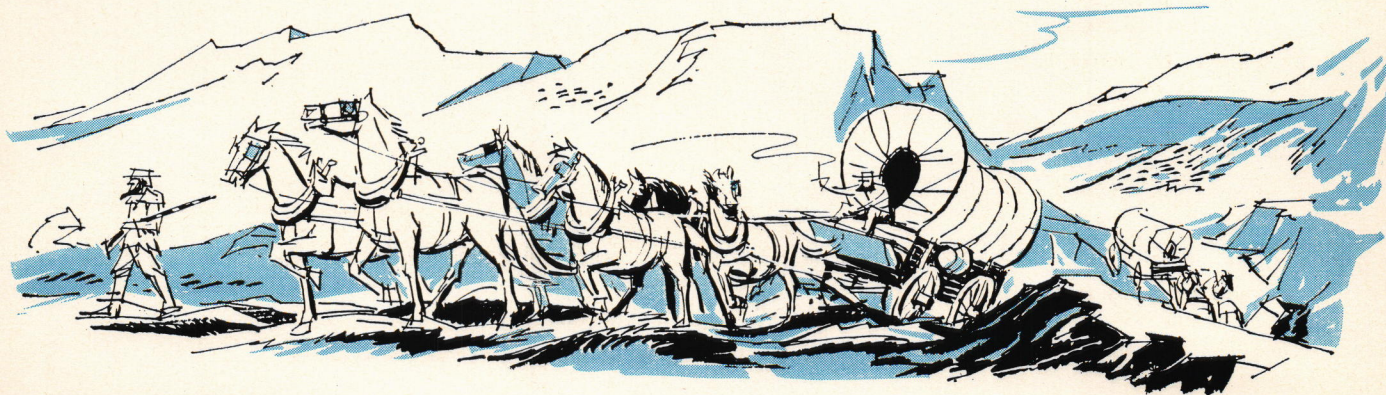
Today California is the second of the forty-eight states in both area and population and the rapid growth of industry and population is unparalleled in the history of our nation. In the ten-year period ending with the

1950 census the population increased by a staggering 53.3 per cent. It increased by 86.5 per cent between 1930 and 1950 and the census bureau estimated that another 14.2 per cent increase was made between April 1, 1950 and July 1, 1953. At that time the number of citizens of California was estimated to be 12,085,000, gaining rapidly on the 1950 New York state mark of 14,830,192.

The "Golden State" is rich in other things than gold and population. The state produces more citrus fruit and vegetables than any other state. It is first in the production of grapes, peaches, pears, apricots, olives, figs, lemons, avocados, walnuts, almonds, lettuce and melons, second in oranges. It leads in production of canned, dried and frozen fruits and vegetables, fish and wine.

Other notable industries of California are aircraft and automobile production and, of course, moving pictures, television and radio.

California is many things to many people. With mean annual temperatures like the 56 degrees of San Francisco, minimums of 20 to 30 below zero at Lake Tahoe, maximums ranging above 120 degrees in the east, rain and humidity on some coastal areas and drought, arid lands inland, there is much to choose from in California. Little wonder they call it the "Golden State."



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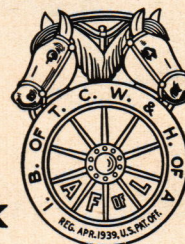
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

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No. 10

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President **DAVE BECK**

THERE are so many important activities occupying the attention of our International Office that I am at a loss as to which of them to discuss here in my monthly letter to the membership.

Our Union, with its large membership, is an exceptionally busy one with trade division policy meetings and conferences under way in various sections of the country. At these sessions our secretaries and business representatives determine regional and national programs.

In these meetings our people assess the nature of their many problems and marshal their resources to aid in the solution of organizing and other situations confronting Teamsters and their affiliates.

I have often referred to the program of cooperation and mutual aid in connection with agreements with other international unions. This type of activity is proving constructive in the national program of the International Brotherhood of Teamsters, and I am certain it is setting a pattern for activity for other organizations. During the past month the Teamsters signed an agreement with the International Association of Machinists whereby we will jointly establish a \$200,000 organizing fund for intensive work in the automotive field. (See page 15 of this issue.)

Last month the National Bakery Division met in Colorado during which plans concerning progress of employers in the Bakery Drivers' Locals were discussed in detail. Vice President William Lee, Chairman of the Bakery Division, presided over this meeting.

Another important meeting was held in Los Angeles last month when representatives of the Teamsters and the Butcher Workmen met in connection with our joint organizing efforts in the food and processing industry. The plans we made a year ago to act jointly in this industry are working out most satisfactorily. Vice President Frank W. Brewster, Vice President Einar Mohn and Vice President James R. Hoffa attended, as did John Sweeney, Secretary of the Western Conference. Vice President Lee also attended on a matter of concern to the National Bakery Division. Also attending this meeting were Eastern Conference Chairman Thomas E. Flynn, Washington, D. C.; Southern Conference Chairman Murray W. Miller, and William Griffin, director of the National Miscellaneous Division.

After several intensive weeks of negotiation, the Teamsters signed a long-line and cartage contract in North Carolina. This represents a real advance in that section of the country. Vice President Hoffa was assigned to this work and spent eight weeks there.

Several meetings of primary importance were held last month by policy committees of the Western Conference of Teamsters in connection with the organizing fight of our Cannery Division at Sebastopol, Calif.

I addressed the annual meeting of Joint Council 73 (New Jersey) at Atlantic City. This state organization of Teamsters had a splendid meeting concluding a year of progress in which a numerical gain of 6,000 members was registered over a year ago.

From Atlantic City I flew to Boston and on up the Coast and visited several hours with General President Emeritus Daniel J. Tobin and Mrs. Tobin. I discussed with him national problems and am indeed happy to report that he is enjoying good health and appeared to be in fine physical condition. I am certain that our members from all over North America will be looking forward to meeting him when we hold the dedicatory ceremonies for our new headquarters building, November 4, Washington, D. C.

The dedication of our new building will climax two years of construction and many more of planning. Details on the program are being sent to all local unions, joint councils, and area conferences. Incidentally, I am certain that our members will be glad to know that as our building progressed through the various construction stages, every bill was paid in cash for the building and furnishings. We have no mortgage or other encumbrance against our headquarters building.

During the past year I am glad to report that we have shown a gain of 50,000 and even more important than this numerical gain are the economic advances we have won for our members in every area of Teamster operation. During the year we have also launched new organizing activities and we are developing legislative and other progressive departmental functions which will pay dividends of economic progress for our members in the years ahead.

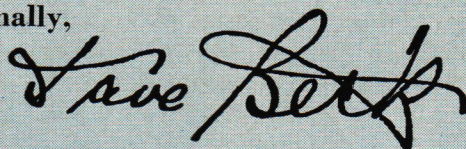
Our matching funds program has been extremely successful in aiding in Teamster organization work on a wide scale. During the year working with and through the four area conferences and through direct activity, we have expended more than a million dollars. And during this past year we have paid out almost \$2,000,000 in strike benefits for approved strikes.

We are striving constantly to increase and improve the staff service at headquarters on behalf of the membership. In the last year we have increased our personnel and we have advanced salaries and employment conditions. This includes the adoption of a welfare program developed in harmony with our advocacy of essential social protections for members.

From time to time I have made reference to the efforts to improve our investment program through securing higher interest returns by sound and diversified investment. Since December, 1953, we have increased our membership by about 200,000 and our financial assets by \$9,000,000. I mention this financial aspect for the importance it bears in helping us to do a continuing good job for the members.

In concluding, I would like to say, and say with emphasis, that none of this progress which I have cited would be possible without the fine performance and cooperation of our local unions, joint councils, area conferences and trade division personnel. I hope to review in detail next month the statistical study which has been made and to point out to you the gains which have been achieved in wages, hours and conditions in the past year.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is stylized with a large, sweeping "D" and a cursive "Beck".

Teamsters Pioneer Along **HIGHWAY TO THE ARCTIC OCEAN**

*Rugged Alaska Highway Permits
Motor Transport to Replace Air
Freight to Growing Northwest*



This is the bleak "arctic highway" over which a hardy band of Teamsters pioneered a winter supply route to the distant early warning radar line on the shores of the Arctic Ocean. Before this it was thought such was impossible.

THERE are still frontiers to cross. Teamster members in the territory of Alaska have joined the fabled throngs of famous frontiersmen since they became the first truckdrivers to wheel their rigs north of the Arctic Circle to the frozen shore of the Arctic Ocean.

High officials in the Defense Department were delighted and amazed when word was flashed from the frozen North that a pioneering party had actually delivered 500 tons of supplies to the far-flung northern radar net in the dead of winter, overland, by truck!

And the men who fought the blizzards, the cold and all that an in-

furiated Nature could throw at them were Teamsters!

It's 400 miles from Fairbanks, Alaska to the shores of the Arctic Ocean but if a man were to start it alone he might not last four of those miles. The cold gets down to 68 degrees below zero; an even 100 degrees below freezing!

Far up on the shores of the Arctic, where the nights last six months and the northern lights dash color into the blue-black darkness, lonely men peer constantly into radar scanners built as part of the "Dew Line" by Western Electric for the Department of Defense. Supplies, until this history-making delivery was completed,

were almost always flown in; sometimes delivery could be made via the Arctic Ocean in the midsummer. In either event the cost was high.

Alfred Ghezzi, Jr., of Fairbanks, president of Alaska Freight Lines, a native Alaskan, believed his truckers could mush their rigs across the frozen Alaskan wilderness. He proposed that his line load an initial block of 500 tons of freight at Fairbanks and make delivery to specified points in the arctic. Alaska Freight Lines would build its own highway, he said, would provide its own equipment, would guarantee delivery and would fly the freight in if the try was unsuccessful. They

would not be paid until the delivery was made.

Naturally the prime contractor for the far-flung radar line went along on such a heads-you-win-tails-I-lose deal such as that. So did the Defense Department. The logistical importance of such an overland route to the radar net (and to a more imperative type of defense if we entered a shooting war!) could not be over-valued.

Alaska Freight Lines ordered special equipment for the junket, including some of the largest Caterpillar tractors and a mammoth "Snowtrain" from LeTourneau. The latter has 24 seven-foot-high wheels, each with an independent drive.

There were more people applied for the available jobs than Ghezzi could accept. The pay was premium, of course, but the spirit of adventure was also strong. Only the toughest, most hardened, most winter-wary and experienced were accepted. One of the first preparations was to build "wannigans" for the crew. These are little cabins mounted on sled runners. Well-insulated, they make it possible for men to live in the almost unimaginable cold.

There is a little unidentified settlement near the Arctic circle on a "summer road" from Fairbanks which was always considered impassable in winter. The lead unit blazing the trail roared into there in exactly eight days!

Then the big "train" pounded across the frozen Yukon River and pointed north to the Arctic Ocean. At the point of march was an Alaskan guide from Big Delta and an Alaskan Indian guide from Fort Yukon. These two, using primitive dog sleds and modern portable radios, kept in constant contact with the ground forces and a scouting

plane. The plane ranged above them, dropping red flags along the most passable routes as seen from the air.

Sometimes giant snow drifts towered as high as 75 feet and the "cats" worked in "layers" of two and three. Two weeks after the first outfit had left Fairbanks, a second train started out. Following in the wake was a convoy of 32 line-haul diesel truck and trailer units. Ordinarily these rigs could have hoped to run out their allotted days on nice, warm, paved highways.

But in this epic haul their motors ran day and night; 24 hours a day. Once stopped, it would be difficult or impossible to get them started again in cold so bitter that glass behaves like steel and steel behaves like glass!

Following the trucks was the "Snowtrain" with the huge drive unit dragging five trailer units loaded with 150 tons of supplies. It was originally intended that the trucks should go no farther than the dividing line between the Arctic and the sub-Arctic. There the cargo was to be transferred to the snowtrain for final delivery to the Dewdrop Radar Network. But the trucks performed so well it was decided to keep them rolling north.

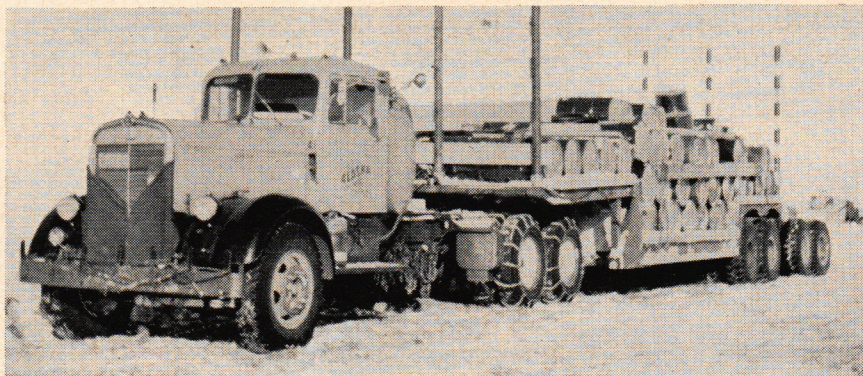
The drivers on the motorized units were the first to drive vehicles north to the Arctic Ocean and the Alaskan drivers were next; the first to make truck deliveries to the Arctic Ocean. While the drivers were waiting for the main party to catch up with them they knocked out a 7,500-foot airstrip, taking less than a week to carve it out of the perpetual ice and snow!

The drivers for Alaska Freight Lines have been highly praised for their part in this pioneering development so vital to our defense planning.

Writing in the *National Defense Transportation Journal*, Col. G. L. Curtis, USAF, Chief of the Traffic Division, Defense Transportation Office, Deputy Chief of Staff, had this to say:

"This achievement . . . has opened up an entire new concept in logistic support of Arctic sites.

"This new concept may reverse the original resupply program for the 'Dew Line' from the summer open-water season to the winter frozen-tundra season. Supplies may be fanned out to individual sites from strategic inland staging points such as Fairbanks in this first winter's operation or ships may move supplies into three or four central loca-



Above: No refueling points on this "highway"! Fuel oil for all equipment was carried on low-boy trailer, heavily chained.



Far left: Eskimos to whom the Arctic Ocean's shores is home helped unload at end of trip.



Left: Every drivewheel carried chains for traction on snow and ice over the frozen tundra. Temperatures hit 68 below zero.



Ted Mathews, General Superintendent of Construction of Arctic Highway, pictured in a fur-lined parka.

tions on the 'Dew Line' during the summer open-water season for lateral movement to individual sites during the winter season. In addition to possible savings in actual transportation costs, this new concept developed by the Alaskan Freight Lines provides a valuable alternative mode of transportation in the event supplies cannot be moved to the sites via the sea lanes."

Thus did members of the International Brotherhood of Teamsters perform a feat which may be of the most vital concern to the future defense and welfare of the nation as they pioneered a new truck route in the farthest reaches of the frozen Arctic region.

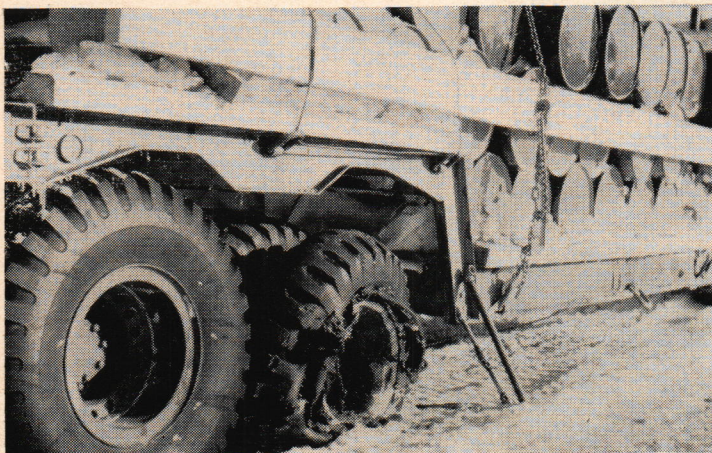
It would be difficult to over-estimate the importance of this achievement by Teamster members of the Alaska Freight Lines. Prior to this time, it was thought that, because of the terrain and the rigors of the intensely cold Alaska winter, overland supply of our military bases in the far-flung frozen northland during the cold months would be impossible.

The primary military installation is the "dewline" radar installation. This gets its name from the initial letters of "Distant Early Warning." Military officials have indicated that the most-possible line of attack for the major part of the United States by any foreign Asian or European power would be over the frozen



Two contrasting modes of transportation in the Arctic twilight are the modern diesel-towed trailer units and the dog teams.

Below: Spare tires and tubes were carried along for such as pictured below. Changing flats in such weather is difficult.



A maintenance man warms oil for the plane's engine. A light scout plane spotted the best routes ahead of the convoy of 32 line-haul diesel rigs and dropped red flags. The lead trucks followed the trail.

Arctic icecap. By utilizing the "great circle route," invading planes, possibly loaded with atomic explosives, probably would choose such a route.

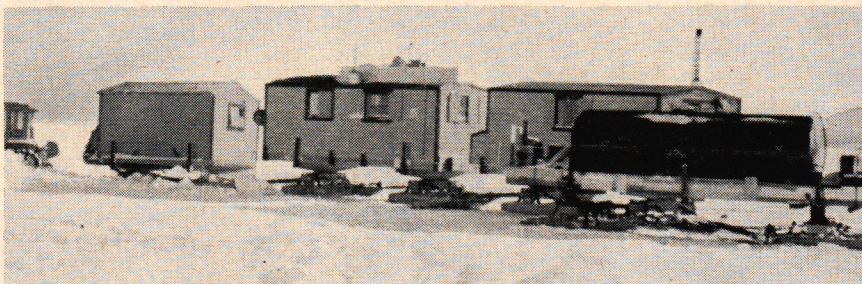
These remote installations must be manned at all times and the technicians who operate the equipment must be supplied with materials for living and their delicate instruments must be kept in repair. In the event of conditions which would make air supply undesirable, the route which these hardy truckers have pioneered could conceivably be of the greatest importance to the defense and welfare of countless Americans.

In addition, this demonstration of the complete feasibility of winter transport in Alaska may prove to be of importance in developing commerce and industry in this northern territory of the United States. Just recently the governor of the territory requested Congress to consider a bill granting special 20-year tax immunities to industries which might possibly locate in Alaska. With assurances that wintertime travel and commerce are entirely possible and will, within a short time, prove to be commonplace, another incentive for industry to locate there will have been provided.

Alaska has always been a land of adventure and pioneering. The territory was bought from Russia in

1866 for \$7,200,000 and was dubbed "Seward's Folly" by political enemies of William H. Seward, Secretary of State under President Andrew Johnson. His enemies were confounded when gold was discovered and much more than the purchase price of the territory was realized from mining. The natural resources can be tapped by the Alaska

Highway, developed over the 1,523 miles from Dawson Creek, British Columbia, to Fairbanks, during World War II at a cost of \$138 million as a defense measure against a possible Japanese invasion. This will ultimately serve the interests of peaceful commerce by highway transport as Alaska continues to expand and develop.



These "wannigans," sled-mounted cabins, are what the crews for the trucks and all auxiliary vehicles lived in during the trip.



Left: When an engine died on the route it was necessary to warm it up with a "weed burner" flame unit.

Below: Caterpillars chugged ahead of the trucks to carve out a road. Sometimes drifts were 75 feet high.



EDITORIALS

Railroad's Crocodile Tears

The railroads have been pleading hard times and financial difficulties because of truck competition. It is difficult to reconcile such pleas of poverty with the fact that this year the rail industry will have one of its best years since World War II.

They have cited lower revenues as the reason for requesting a change in the country's basic national transportation policy in their favor. They have joined with forces to burden the trucking industry through so-called weight-distance taxes. In the last session of Congress, rail carriers backed Congressional bills which would have forced the trucking industry to shoulder an unfair share of the cost of new and improved highways.

Official government statistics give the lie to the railroad's crocodile tears of reduced earnings because of truck competition.

The Interstate Commerce Commission reports that for the first six months of this year, Class I railroads realized an increase in net income of almost 80 per cent, totalling \$416 million as against \$232 million for the same period in 1954. Railroad net income for the first six months of 1955 is higher than that for the same period of every year since 1950 except for 1953, when the Korean War was still on.

Net income for the first six months of 1955 as a per cent of operating revenues was the highest since 1950, 8.6 per cent in 1955 as against 4.9 per cent in 1950.

Class I railroad net profits for the entire year 1955 will probably total \$900 million, only slightly below the \$903 million high mark set in 1953. This is the estimate of Standard and Poor, one of the country's leading firms analyzing business trends.

The Interstate Commerce Commission also revealed that as of May 31, the railroads "quick assets," primarily cash, amounted to more than \$1.8 billion, an increase of \$211 million over last year.

This rosy financial picture offers no valid grounds for the railroads charge that truck competition is driving them to the wall. On the contrary, the railroads appear to be thriving despite truck competition.

We can only conclude that their plea of hard times because of truck competition is a smokescreen to hide inefficient management. Having shown themselves unable to meet competition of other carriers on fair grounds, they now wish to stifle competing forms of transportation. They are exerting all of their powerful influence to achieve this end through changes in our national transportation policy.

This country needs all forms of transportation—

trucks, bus, boat, plane, railroad—competing with each other to produce the lowest rate consistent with the best service. A change in the rules of the game to stack the cards in favor of the rails will not benefit the country.

We, who depend either directly or indirectly upon the trucking industry for our living, must understand that we have a vital stake in this fight—our jobs, and our union wages and working conditions.

Traffic Jam Ahead

In 10 years the United States will have 81,000,000—repeat 81,000,000—vehicles on the highway. That 81 million estimate by the U. S. Public Roads Administration is based on the present trends and rates of expansion in the motor transport field.

By the end of this year, says the Administration, we will have more than 61 million vehicles operating. This includes approximately 50 million passenger cars and more than 10.3 million trucks.

These figures should be of especial interest to members of Congress. Those in the trucking industry are aware of the growth and expansion of the industry. They know that motor transport is performing a job which no other form of American transportation can offer in terms of moving materials for the public from point to point. What the fleet owners also know is that the job of performing the duties assigned to motor transport are getting more difficult by the year due to growing traffic congestion. We are all getting strangled in traffic congestion as motor transport requirements are outstripping our highway capacities.

Members of Congress should note the figures from Public Roads and should undertake to visualize the continuing problems of traffic control and passage in, about and through American cities. These figures may be useful in the coming session of Congress to persuade our legislators to take decisive action in a highway construction program. A great new road system cannot be built nor an old one rehabilitated overnight. The job is a big one and the new estimate on traffic growth merely emphasize the big job ahead.

Cutting Traffic Tragedies

Two American cities have turned in a remarkable safety record for 1954, according to recent figures from the National Safety Council. Neither city—Sioux Falls, S. Dak., and Hobart, Okla.—had a traffic fatality last year.

Sioux Falls is the largest city in the United States to have escaped a traffic fatality in 1954. This is an

excellent record inasmuch as there are 18,525 vehicles owned by the 52,696 residents of the South Dakota city.

The case of Hobart is somewhat different. This is a much smaller city—only 5,380 in which traffic and safety controls are a great deal easier to manage.

Both cities are to be congratulated on their records and other municipalities might well take a few lessons from the record makers. Each city admits that there is considerable of the element of luck in their remarkable records. A child might have dashed into the street in front of a car or an absent-minded pedestrian might have walked into the path of a moving vehicle. Fortunately none did.

It seems that a combination of factors were responsible for the records made. In the case of Hobart the problem was almost a personal or a neighborly one. In the case of Sioux Falls many reasons are cited by city authorities as leading to the curtailment of traffic tragedies. A city judge there comes up with what may be the most decisive cause: "An increasing awareness of the driving public to the hazards that were presented to them at every turn of the road." Public and driver education and all-around cooperation all added up to making a good record.

Teamsters are particularly interested in towns like Sioux Falls and Hobart for it is interesting to note that "cracking down" in arrests was not the answer, but a sane and unprejudiced approach to the problems of motor transport, both commercial and family. Teamsters are doing their part every day of the week and every week of the year to add to traffic safety. If pleasure drivers were as careful and as safe as professional truck drivers, we would have more records like the admirable ones made in 1954 by Sioux Falls, S. Dak., and Hobart, Okla.

Floods Tragic Aftermath

New England is still emerging from one of the most disastrous floods in American history. The news stories and photographs from the flood areas, particularly from Connecticut, have shown the nation the appalling consequences of unleashed flood waters.

Organized labor was one of the greatest victims of the floods. Tens of thousands of workers were dispossessed from their homes and from their jobs when flood waters destroyed factories and laid waste to great areas. To the workers affected the floods came as a double tragedy: their jobs were wiped out, some never to be restored, and their homes were heavily damaged or destroyed.

The havoc wrought by the flood was alleviated to some extent by the prompt work of Civil Defense and the American Red Cross. We are proud of the role our people played in contributing to the Red Cross and in participating in the work of Civil Defense. The devastation of the flood waters points up the damage which untrammelled nature can wreak on the land—far greater than the atomic bomb with all of its horror.

One of the tragic by-products of the flood damage results from the fine print in home insurance policies.

Many people may have thought that their policies covered loss by floods. Many people found this sort of sentence in their policies: "This company shall not be liable for loss caused directly or indirectly by (a) frost or cold weather or (b) ice (other than hail), snowstorm, sleet, waves, tidal wave, high-water or overflow whether driven by wind or not." Three years ago the Insurance Executives' Association issues a report on floods and flood damage and pointed out that coverage against the havoc of nature had largely been achieved. "One important exception," said the report, "is flood" and so thousands of persons are homeless without insurance coverage but with mortgage payments still due—sometimes on a pile of rubble. Such is one of the tragedies of the New England flood.

The suffering and need emphasize the duty we all have to contribute what we can to help in this disaster which has far-reaching consequences in the loss of property, jobs and even hope.

Two Worthy Weeks

During October the nation celebrates in a public way problems or duties of national public consequence. One week is known as Fire Prevention Week and the other is National Employ the Physically Handicapped Week.

Insurance companies, public officials, fire chiefs, civic associations and others have been doing an educational job for many years to get the public conscious of the danger of fire, carelessness and negligence in dealing with combustible materials. The figures on the staggering loss through fire are amazing and every community will hear about these figures during Fire Prevention Week. We might all lend a hand to this worthy cause by removing the cause of needless fires and by watching our own habits which might be the causes of serious property loss.

The employment of the handicapped is quite another problem and one which enlists public support in a wide measure, but is one in which all of us cannot directly assist. The educational job which has been done the last few years by the President's Committee on Employment of the Physically Handicapped is a laudable one indeed. The work in stimulating public and official cooperation at every level—national, state and local—by this committee has been important indeed.

Special Announcement

HEADQUARTERS DEDICATION

The new headquarters building of the International Brotherhood of Teamsters will be dedicated at 2:30 p. m. o'clock, November 4, in Washington, D. C. Full details on the program and dedicatory exercises are being sent to all local unions, joint councils and area conferences.

Right: Ozzie Thomas, Local 677 member, in dramatic battle with the floodwaters did the impossible by swimming for a boat and rescuing many in the Waterbury disaster.

TEAMSTERS Battle Floods

**Members in New England
and Pennsylvania Cited
as Heroes as Disastrous
Deluges Strike**

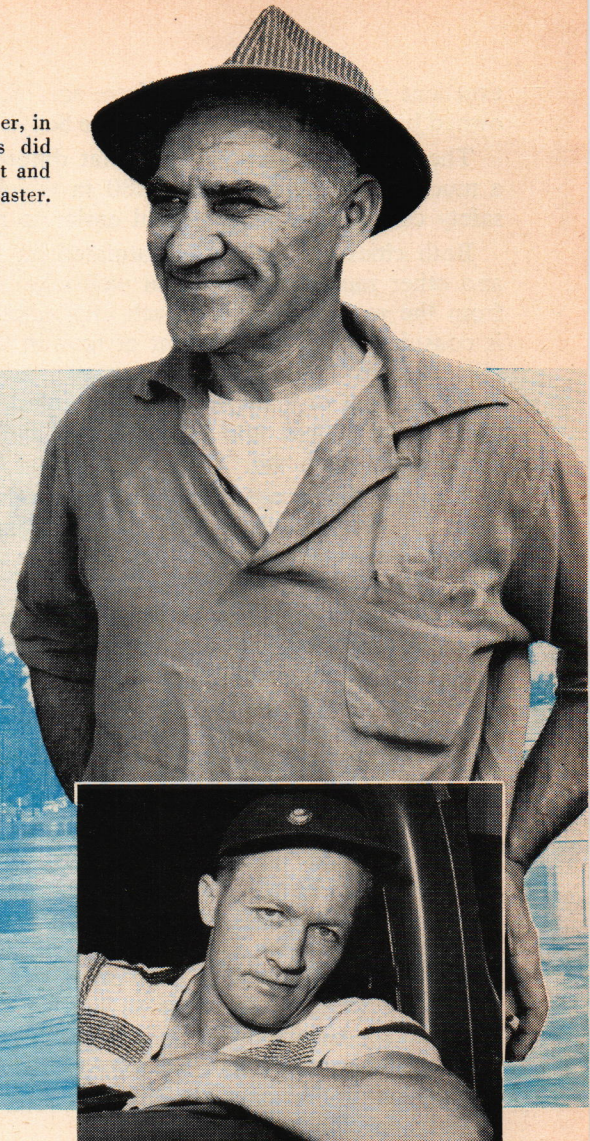
TTEAMSTERS in the New England area and in Pennsylvania proved themselves heroes of the floods which swept over the areas following torrential downpours in late August.

Those who saw the pictures of the floods could not visualize the night-and-day, life-and-death fights waged by countless thousands of Teamsters to save lives and property from the torrents which killed over 180 and destroyed property in excess of a billion and a half dollars.

Teamsters, as members of the community, not only fought valiantly against the floods, but were themselves, in instances, victims. Such a one was James Healey, a member of Local Union 229, Scranton, Pa. He was at work at the Paradise Freight Lines after the flood was over in borrowed clothes. He had lost everything; clothes, furniture, automobile, to the roaring waters and counted himself lucky to escape with his life.

One of the most-harrowing nights belonged to Anthony Fox, 46, a Local 229 member in Scranton, and his wife. Fox, who works for the Coca Cola Company, got his wife into their car and tried to get out. The car was flooded and wouldn't start, so they retreated to their house which had Roaring Brook at its back door. Since it was first upstream of a line of houses, getting the full brunt of the torrent, they went from porch to porch down the row of houses to the fourth house down. There was only one man in the two-story frame house. At 1 a. m. Friday the lights went out. They sat in the darkness at the other three houses above them went out into the stream, crushed to smithereens by the fury of the flood. They retreated to the second floor as the water kept rising.

The back porch of the house had been ripped away. About 3 a. m., as George Schane, with whom they

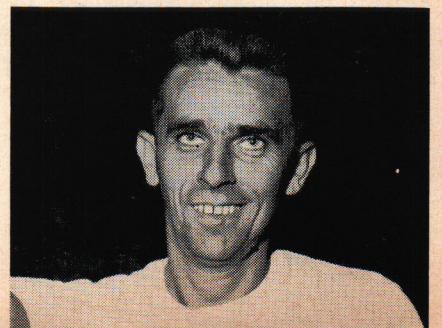


James Healey, Local 229, Scranton, lost everything in his home to angry waters.



Ed Grabowski, Scranton Times driver, prevented panic by driving into "marooned" area with his knowledge of minor roads.

Below: John Goodfellow, Local 229, can smile even though he lost everything in his house since he and his wife escaped.

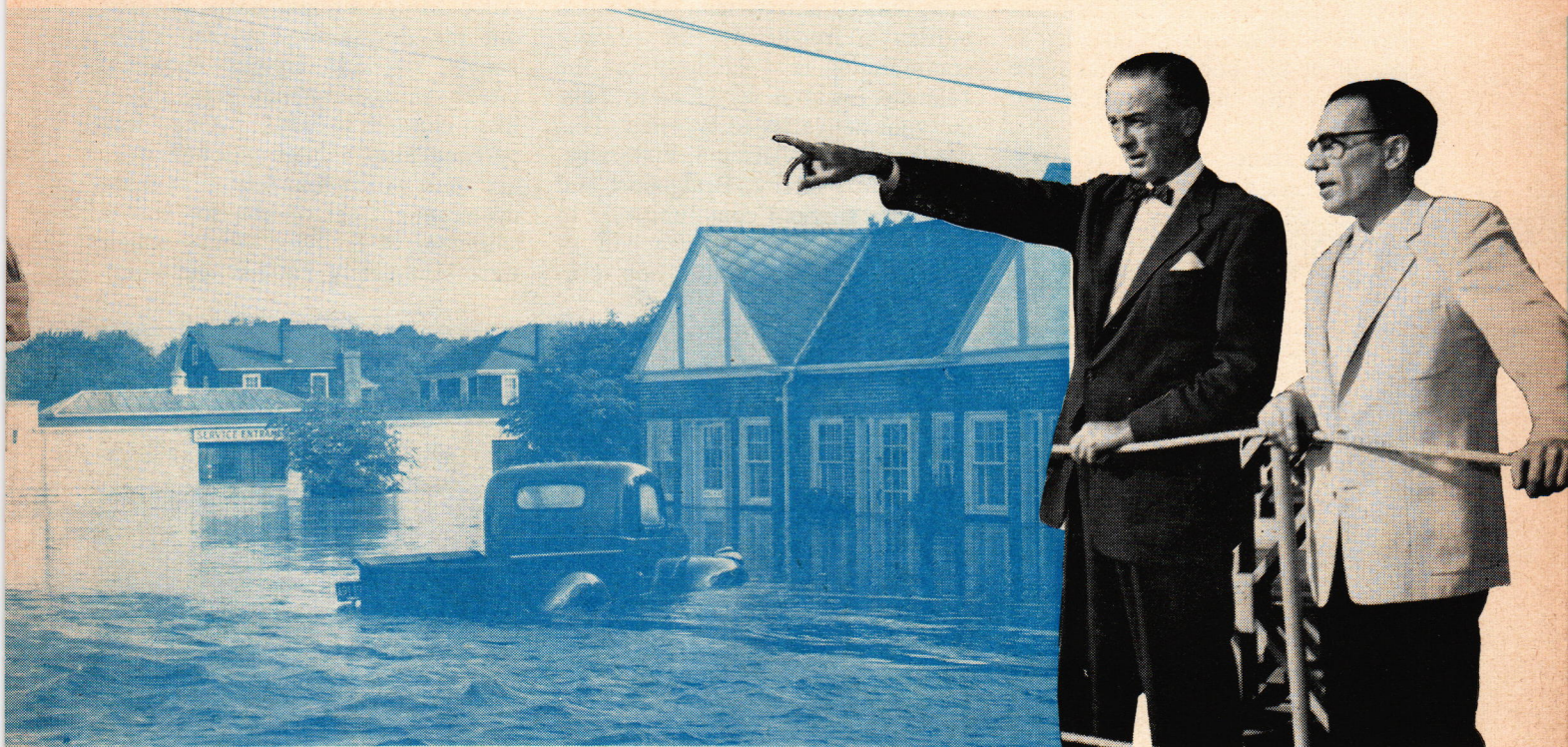


shared their terror, stood at the back door of the second floor, something floated downstream and knocked the house careening.

"The wife screamed and started crying" Fox said. "I thought to myself 'This is it!' as we started floating downstream. I figured the break-up would come any second but I

loss was even greater in the Connecticut-Massachusetts area. Frank Swazey and Maurice St. Pierre, drivers for Continental Baking Co., Waterbury, Conn., went to work early, parked their cars in the rear of the plant and started loading. Soon they saw water coming in the back door. Their cars, a '49 Olds

der from the house across the street and saved two people. The fireman, tied to the opposite side with a rope, went back and started across with a 3-year-old girl in his arms. The angry river reached for the ladder, pulled it down, twisted it into a mangled shape. The baby was ripped from the fireman's frantic grasp



This watery scene, placid now, was a wild torrent of devastation before sun-up as a wild night of floods bore down Connecticut rivers in late August. Heavy rains and two broken reservoir dams created havoc, caused billions of dollars in losses, killed many people. Teamsters saved lives and property, then started the job of repairing damage.

The mayor of hard-hit Torrington is pointing out damage to Tom Gangi, L. U. 677 organizer, who worked with municipal committee on rebuilding.

felt us hang on an obstruction. I yelled for Schane but there was no answer. He had been knocked into the water when the house was hit. They haven't found his body yet."

The Foxes waited out that night of terror, expecting at any minute to be dashed into eternity, but the house held. About 11 a. m. the next morning a helicopter whirled into view, lowered a ring, and hoisted first Lida, his wife, then Fox away to safety in a nearby park. Hundreds of Scranton residents lining the banks witnessed the spectacular rescue.

If the Foxes had stayed in their house they would dead today for there was not an identifiable scrap of it left. They lost everything, including all their clothes, their furniture and their car.

The over-all damage and personal

and a '41 Plymouth were by then hopelessly flooded. They turned to the 17 trucks parked in the plant and, disregarding their own safety, saved 16 of the 17 from the 8 feet of water which ultimately engulfed the plant. They finally made good their own escape by wading through shoulder-high water. The company, in appreciation, replaced their cars of ancient vintage with two new '55 Fordomatics.

Ozzie Thomas, 47, a Local 677 member who has been unemployed for some time because of a back injury, forgot about that back injury and was directly responsible for saving some 70 to 80 people. As the water rose around his house in Waterbury, he and many others in the row of houses were trapped. Firemen rigged an extension lad-

der by the fury of the flood. They pulled the fireman in by his safety rope; the little girl was lost.

As the people on the house were thus appeared doomed to drowning, Ozzie spotted a boat tethered to a house upstream. He dove into the flood and by some miracle reached the boat. By passing the boat from house to house, using clotheslines, Ozzie saved some 80 men, women and children from almost certain death, in five hours of terrific efforts.

With water mains broken and sewers rent open with disposal systems destroyed, water systems were useless. The first and crying need was for safe drinking water. Teamsters in the area of Local 677, Waterbury, hauled water in the area with big milk tank trucks. People lined up with cans, bottles and pans to get the precious water.

Communications were wrecked. If rescue and rebuilding were to progress, these had to be replaced swiftly. Joe Benders, Joe Adintori, Francis Fitzgerald and Dick Fensky, members of Local 191, picked up loads of telephone cable at Kearny, N. J., and rushed it to Winsted, Conn., Saturday night, fighting high water and detours. It is sixty miles from New Haven to Winsted. It took them six hours to make the trip but, the needed cable got through.

In no instance were there cases where drivers were needed and not available. Many worked around the clock. Many performed acts of heroism. Many too, suffered per-

kitchen which had been set up. One driver, George Lee, was trapped by the rising water with his rig. He was finally rescued by motor boat.

John Pisano, secretary of Joint Council 64, worked closely with the Red Cross. Trucks and drivers were never needed and not available. As the floodwaters receded, rail lines were twisted and useless. The added burden of freight into the stricken communities fell squarely on the Teamsters, who never failed to make the vital deliveries to Winsted, Torrington, Derby, Ansonia, Waterville, Uniontown, Derby, Bridgeport and the other stricken communities. In fact one chore was the repair of railroad rights-of-way; a job esti-

along with him were a number of motorists. The people waded out carrying cakes and pies over their heads, salvaged from his flooded truck and, until rescued, the whole group had nothing to eat but cake and pie!

Charles Schaeffer, warehouseman, and Ben Steinfeld, dispatcher for Allen Motor Freight Lines pointed out the devastation to their company's riverside freight terminal. Great semitrailers were piled about like children's toys. One was perched atop a huge gasoline storage tank which had floated in from upstream. Lost on the lot was a shipment of 88 new Buicks which were completely flooded and some



When the floods went down the Connecticut river valleys, rail lines went out since they were built "at water level." Trucks with their Teamster drivers took over the task of supply. Here series of trucks rumbles steadily along the ruined rail lines.

sonal tragedies. The 17-year-old nephew of Walter Dinowski, business agent of Local 677, drowned as he tried to jump onto a bridge from the floating house he was trapped on. He missed the jump and was swept away by the roaring water.

The drivers for Lombard Brothers in Waterbury took their rigs into the flood area and carried out people and their possessions. In addition, a refrigerator truck stood by as a giant "ice box" to hold the emergency food of a field

mated to take as long as three months.

Many were homeless. Tim Collins, Secretary of Local 677 and president of the Connecticut State Federation of Labor provided food and shelter for three homeless children in his home for some time following the flood.

An unknown Teamster provided a bit of comedy relief during the tragic flood. His bakery truck was cut off fore and after by high water near Charlton, Mass. Marooned

rolled away. Looters stole some of the tires before police could get to the scene.

Teamsters pitched in to help in every way possible. Some served as auxiliary police to help the harried regulars. One of these latter was Oscar Gillenheimer, an Associated Transport driver, a member of Local Union 677. He served many long hours as a traffic director as washouts overtaxed the remaining roadways.

Pete Marini, a Local 677 mem-

ber, detailed how people helped each other. For several days there was electricity but no gas. His family was the happy possessor of an electric hot plate; the neighbors had an electric percolator, so the two families "swapped" back and forth. Countless thousands of such instances occurred during the period of hardship, Marini, a driver for the Farer News Co., declared.

Drivers for Dwan and Co., beer distributor in Torrington, turned their attention from beer and drove their trucks for water to supply the town when the mains were broken and the sewage system put out of commission. In Torrington, Tom



Charles Yoos, Wonder Bread manager, gives keys to two new cars to Maurice St. Pierre, center, and Frank Swazey, who saved 16 of 17 company trucks from the fury of flood.

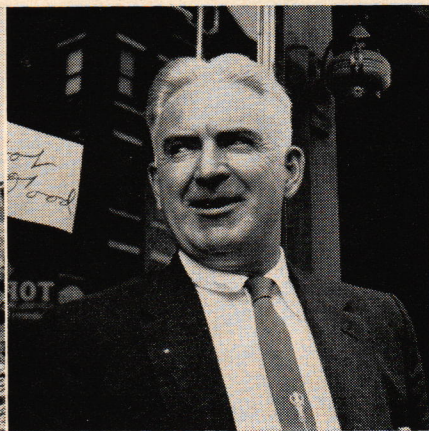


The rushing waters of the flooding Naugatuck River erased the roadbed of the railroad beside it. Here huge Euclids begin the task of rebuilding the roadbed. Despite technological progress, some lines will not resume operations for about three months.

J. Gangi, an organizer for Local Union 677, is a member of the board of directors of the Red Cross and a member of the transportation division of the Civilian Defense organization. He conferred frequently with the mayor, William T. Carroll, former Connecticut Lieu-

Right: Tony Fox, 229, Scranton, before the house from which he and his wife were lifted by helicopter after night of fear.

Far right: Tim Collins, Sec'y-Treas., L. U. 677, Waterbury, before "hot food" sign in cafe window. For days none was available.



tenant Governor, who had nothing but the highest of praise for the Teamsters who aided so admirably during and after the disaster.

Drivers for the Suzio Construction Co., all Teamsters, evacuated hundreds of families from the lowlands of Torrington when it was rumored a third dam, Brass Mill Dam, holding 720 millions gallons of water, above the city was weakening and might burst. Gangi, himself, together with his family, slept in their automobile on high ground that night. Nine thousand people were moved in anticipation. The dam held. In all, 1400 families in the city were dispossessed and 44 homes were entirely destroyed by the floodwaters. This is in addition to the millions in industrial losses.

John DelMedico, a Blake Motor Lines Driver, voluntarily gave up his union-won vacation to work at cleaning up the debris of his community.

Pennsylvania, as well as Connecticut, learned that trucks and their Teamster drivers were invaluable when watery disaster hit that state. Members of Local 229, Scranton, manned the tank trucks of the Palmer Dairy around the clock to supply safe drinking water and to bring water into the central part of the city, which was untouched by the flood but entirely without fire protection because of ruptured mains.

The city was closed down insofar as non-essential businesses were concerned, but Local 229's offices were maintained "at the ready" by John A. Durkin, secretary-treasurer, in the event of emergency calls for drivers. The local also rushed a contribution for \$1000 to the disaster relief fund.

Fred Ross, a member of Local 229, a driver for the Palmer Milk Co., brought his tank truck to a flooded creek and was unable to go across and, because others jammed behind him, could not go back. When a woman motorist tearfully begged him to get her and her children back to safety, Ross left his truck and drove the carload of refugees by back roads into Scranton, taking two hours to make the trip, ordinarily a 40-minute ride.

(Continued on page 28)



Community service, nothing new to Teamsters, was intensified by the flood. Here is Oscar Gillenheimer, member of L. U. 677, Waterbury, as he did duty as one of auxiliary police.



F. R. Stimpson, a member of Local 559, Hartford, drives a truck loading debris from the stricken Connecticut town of Winsted. House in rear, flood damaged, is being wrecked.



Teamsters rushed water into the stricken areas when water mains were broken and sewage systems were destroyed. Here Ed Barto, Local 677, delivers water to townspeople.

TEAMSTERS, MACHINISTS MAP ORGANIZING DRIVE

A LONG step forward in organization progress in the automotive industry was taken last month by the International Brotherhood of Teamsters and the International Association of Machinists when the presidents of the two unions affixed their signatures to joint documents. On September 13, General President Dave Beck of the Teamsters and President A. J. Hayes of the Machinists signed a letter of understanding and a memorandum of understanding in Washington, D. C. These documents supplement agreement made February 4, 1953.

JOINT COMMITTEE

By the agreement signed the two unions are setting up a joint committee known as the "Teamster and IAM Automotive Coordinating Office." Two co-chairmen have been named and the full committee will include eight members from each union.

Harold Thirion is co-chairman from the Teamsters and Howard Tausch will be co-chairman in behalf of the Machinists. As this issue of THE TEAMSTER was ready for press the appointees to the joint committee from the Teamsters and the IAM had not been completed.

Under the terms of the agreement the general presidents will decide questions unresolved by the two committees representing Teamsters and Machinists. Each of the presidents has delegated a vice president to act for him in fulfilling this function. President Beck named Vice President Einar Mohn to represent him and President Hayes appointed Vice President Elmer Walker to speak for him.

Names of members of the full committees will be announced in a future issue.

The documents signed September 13 by Beck and Hayes mark another step in the joint efforts and

understandings of the Teamsters and Machinists. On February 4, 1953 the two unions signed an agreement on jurisdiction in the automotive industry, this agreement provided for four members from each union on a joint committee. This committee was expanded to eight members from each organization.

ESTABLISH FUND

Under the 1955 agreements the two unions are establishing a \$200,000 organizing fund to push work in the automotive field. The joint committee will designate areas in which intensified organization efforts will first be made. The jurisdictional agreement of 1953 will be the basis for jurisdictional policy in the joint effort.

The memorandum of understanding spelling out the field for work lists new and used car dealer shops; factory branch sales and service shops; independent repair shops, both trucks and automobiles; all types of body repair shops, includ-

ing truck, trailer and automobile; all fleet maintenance shops; all automotive parts houses; gasoline stations; parking lots; tire service stations and repair shops; road building machinery; battery service and repair shops and such other locations wherein automotive equipment may be serviced, repaired and maintained. . . ."

The agreement signed last month provides that the co-chairmen before initiating any area organization campaign must first consult the area conference of Teamsters and the vice president of the Machinists in the territory affected.

WILL MAKE HISTORY

The Teamsters and Machinists consider the jurisdictional agreement of February 4, 1953 and the supplemental documents signed September 13, 1955 as incorporating aims, purposes and understandings to be used for the guidance of the two unions. When the agreements were signed last month General President Beck predicted that "... these two unions will make history in the automotive field. I feel certain that our joint committee and joint efforts will bring the benefits of organization to many thousands in the automotive industry in the months and years ahead. We have worked out a good blueprint for our joint committee and we will soon see results."



General President Dave Beck and Machinist President A. J. Hayes.



*It's a Lucky Number for 40,000 Teamsters
In the St. Louis Area, Who Have Reaped
Dividends of Strong Reorganization Program*



Highway billboards are being utilized by J. C. 13 in 28 locations to promote a better understanding of labor unionism.

SITUATED just south of the confluence of the great Missouri and Mississippi Rivers, St. Louis first reached eminence as the "Gateway to the West," where river commerce and travel pouring from east to west and back again built it into the nation's third largest city at the time of its famous 1904 World's Fair. But in the ensuing half-century, restrictive city boundaries saw St. Louis drop from third to eighth in size among America's cities.

These figures do not tell the story of huge population growth in the city's incorporated suburbs, or in the industrial communities on the Illinois side of the Mississippi. The sprawling metropolitan St. Louis area, with a population of 1,800,000, boasts the most highly diversified industrial structure of any city in the country.

International V. P. Dan Murphy (left) in a talk of olden times with veteran driver, J. Curran, Local 709 past president.



Prophesying continued growth and prosperity in this midland city, a \$100,000,000 bond issue, largest in St. Louis' history, was passed by the voters this year. The avenues of progress opened by this action will add to St. Louis' importance as a transportation center. At the present time, St. Louis is the No. 2 motor carrier center of the continent, with more than 5,000 trucks, operated by some 300 common carriers, rolling into, through, or out of St. Louis every day.

In such a motor transport center, the Teamsters assume great importance to the industrial vitality of St. Louis. However, over the years certain weaknesses in our organization had developed which caused International President Dave Beck to fear our union's ability to assume their full responsibilities at this

The Maness brothers, "Red" and "Bud" in best tradition display service sign at their station. They are from Local 618.



important center. President Beck, therefore, placed J. C. No. 13 in trusteeship and sent in International Organizer Thomas E. Flynn (now Chairman of the Eastern Conference) as first trustee. Flynn and International Vice President James R. Hoffa of Detroit, setting the stage for reorganization, turned to Harold J. Gibbons, secretary-treasurer of the 10,000-member Warehouse Local 688 in St. Louis, as the man to do the job.

Gibbons turned to other able Teamster leaders in St. Louis for support and assistance, and together they set out to improve conditions in certain local unions. For example, it was found that the rank-and-file of Taxi Drivers Local 405 did not even have a contract, and that Construction Chauffeurs Local 682 had a two-page document with no basic security provisions whatever.

The program called for amalgamation of weaker locals into stronger units, and placing under trusteeship the affairs of certain other locals. Locals 600 and 632 were merged, and some elements of these unions were placed in a newly-chartered Local 610. Local 751 was merged with Local 610. The charter of Local 658 was revoked and its members transferred to Locals 610 and 688. The charter of Local 14 was revoked and its members placed in the unions having

Service signs are going on all Teamster-driven trucks in the area. Here Rudy Palada, sec.-treas., L. U. 682, puts one on as 682 members Homer Wolfe and Robert Abbott look at his handiwork approvingly.



Don Eggleston, Local 611 bakery driver, left, meets packinghouse driver Clifford Schroeder, Local 700, while both made delivery to store.



Mrs. Rosalie Hamrick, member of Milk Wagon Drivers and Inside Workers Local 603 cases bottles at the Seal-test Dairy Co., St. Louis.

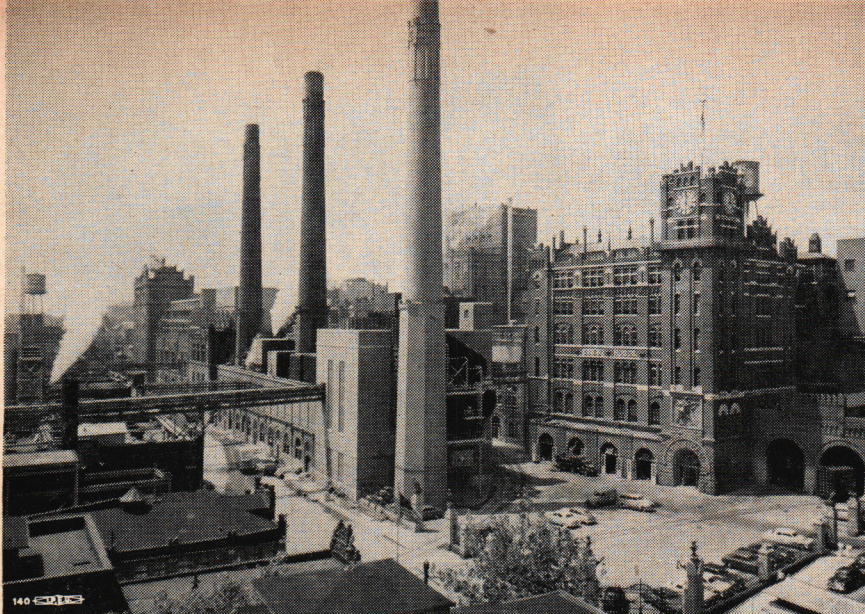


R. Halbrook, left, talks with Chas. O'Connor, sec.-treas., and L. R. Blackwell, president of L. U. 864. Scene is the National Distilling Co. plant in Gladden, Missouri.



Below: Cabbie Frank D'Aquila of L. U. 405 waits for a fare beside an excursion steamer. Bridges to East St. Louis can be seen in the background.





This is a picture of the giant Anheuser-Busch Company, which has home offices in St. Louis. Other breweries in St. Louis are Carlings, Griesedieck Brothers and Falstaff. Locals 6, 133, 367 and 368 represent these brewery workers.



Teamster Leroy Kooper of Hannibal Woodworking Company delivers paint supplies to Mark Twain museum. White fence at right is supposed to be the one Tom Sawyer talked his friends into paying him to let them help with the whitewashing.

proper jurisdiction. Local 606's charter was revoked and its members placed in Locals 682 and 688. Locals 752 and 709 were amalgamated. Joint Council 78 in Jefferson City was placed under Joint Council No. 13, and the four out-state locals (Hannibal, Jefferson City, Rolla, and Cape Girardeau) were placed under trusteeship, along with Local 405, Local 682, Local 600 (Freight Drivers), and Local 610 (Miscellaneous Drivers).

Local 682's membership was so small compared to the construction locals in other cities that a concerted

drive was made to increase the membership. Under the new leadership of 682 President Eugene Walla (who is also J. C. No. 13 vice president) and Secretary-Treasurer Rudy Palada, the membership of Local 682 has increased four-fold in the past two years. In addition, a prolonged construction drivers' strike in 1953 and a shorter one this year have not only brought about a model construction contract; they also showed what could be done when a united Teamsters movement stood behind an individual local.

At the outset of the reorganiza-

tion period, the new program set forth several rules designed to achieve strong collective bargaining agreements for all locals:

(1) All proposals for negotiations had to be approved first by J. C. No. 13;

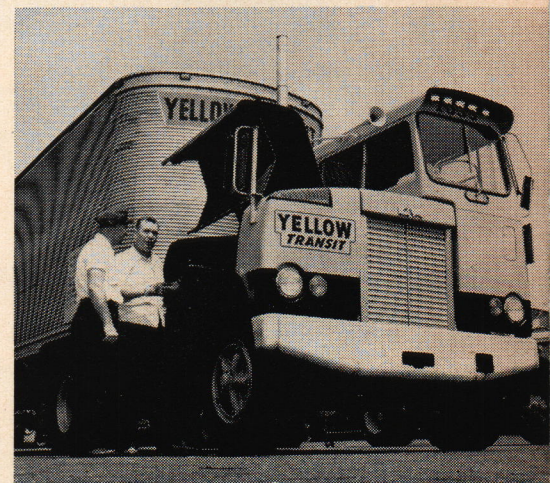
(2) All proposals for agreements had to be approved first by J. C. No. 13;

(3) No strikes would be called without an attempt by the J. C. to achieve settlement by peaceful means.

To implement these objectives, a Joint Council Research Department was established under the able direction of Ernest Calloway. This department collects and correlates contract information which will aid officers and business agents of local unions in formulating collective bargaining policies. Today, the Research Department maintains an up-to-date file on agreements and approximately 95 per cent of all contracts in the area are on file there.

The Research Department also issues a monthly bulletin which summarizes the negotiating activity of affiliated local unions during the previous month, covering wage settlements, vacation and holiday schedules, health and welfare and union security provisions. It also issues from time to time specially-prepared material designed to aid local unions in their day-to-day operations, and is responsible for a continuing wage study series sum-

"Red" Ghan, right, shows Driver Henry Couillard features of new equipment at Yellow Transit. Both are members of Local 600.

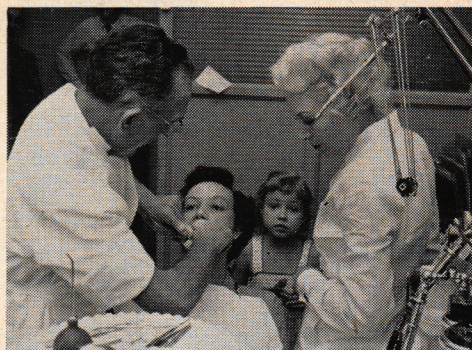
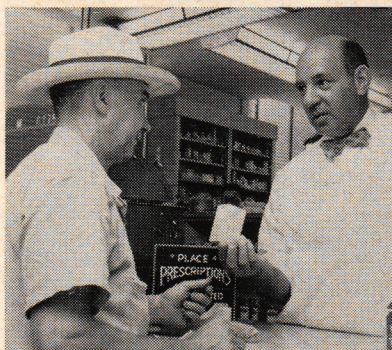


marizing current wage rates for chauffeurs and helpers, warehousemen, and food processing employees.

The present officers of the local unions within J. C. No. 13 cooperated in the new program, which has resulted in a strong, unified Joint Council able to render considerable assistance to the local unions in negotiations, jurisdictional problems, and other vital areas. In addition, the Joint Council has established an organizing department, a public relations department, and a legal department which are at the service of all the local unions.

Today, healthy conditions exist in virtually all of the local unions placed under trusteeship. Local 600 was taken out of trusteeship with the election of Charles Grogan as President and Patrick M. Neary as Secretary-Treasurer (Grogan is also Secretary of J. C. No. 13). The election of Pete Saffo as Secretary-Treasurer of Local 610 gave that local autonomy (Saffo is also Treasurer of J. C. No. 13). Finally, the election of officers in Local 682, probably by the time this article appears, will take it out of trusteeship and leave only Local 405 and the four outstate locals still under trusteeship. Proper steps to relieve them of trusteeship are also being taken.

Credit for the successful reorganizational program belongs to all officers serving today in the local un-



Here are four scenes of LHI in action. At top left Local 688 member C. R. Merritt gets eye, ear, nose and throat check. Lower left: William Lavelly, 688 member, gets prescription filled by Pharmacist Benjamin Fleishmann. At upper right is Mrs. Betty Lepping, discussing benefits with hospitalization secretary, and at lower right is Mrs. Jack Ratley receiving dental care. Mrs. Ratley is the wife of a Local 688 member and Mrs. Lepping is a member of the local.

ions, and notably to members of the J. C. No. 13 Executive Board—President Gibbons, Vice President Walla, Secretary Grogan, Treasurer Saffo, Trustee Earl Graves, Secretary-Treasurer of Bakery Drivers Local 611; Trustee Edwin Dorsey, Secretary-Treasurer of Automotive-Petroleum Local 618; and Trustee Robert F. Lewis, Secretary-Treasurer of Brewers and Maltsters Local 6.

J. C. No. 13, embracing 40,000 Teamsters and covering the eastern

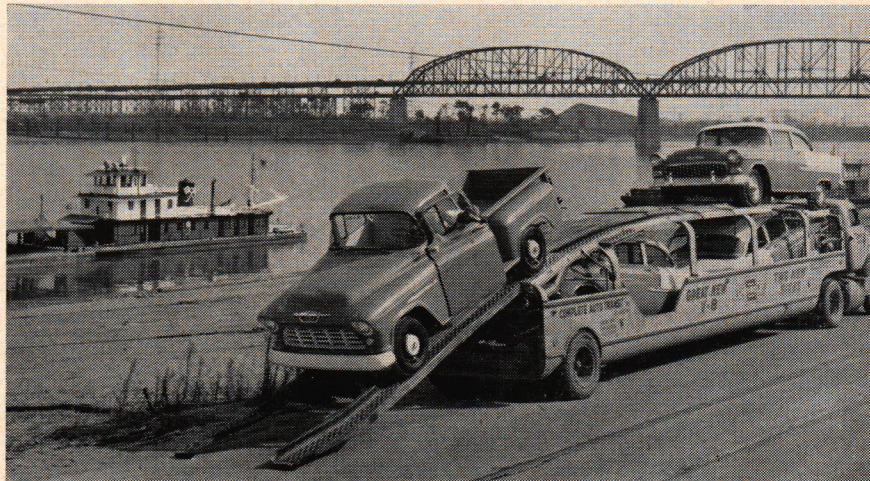
half of Missouri, covers such metropolitan and urban communities as St. Louis, Jefferson City, Hannibal, Rolla, Cape Girardeau, Columbia, Fulton, Kirksville, Mexico, St. Charles, Sikeston, Poplar Bluff, Caruthersville, and Ste. Genevieve. Approximately 95 per cent of membership is in the St. Louis area.

The 40,000 Teamster members in the area are covered by more than 750 collective bargaining agreements in effect with approximately 3,000 business establishments.

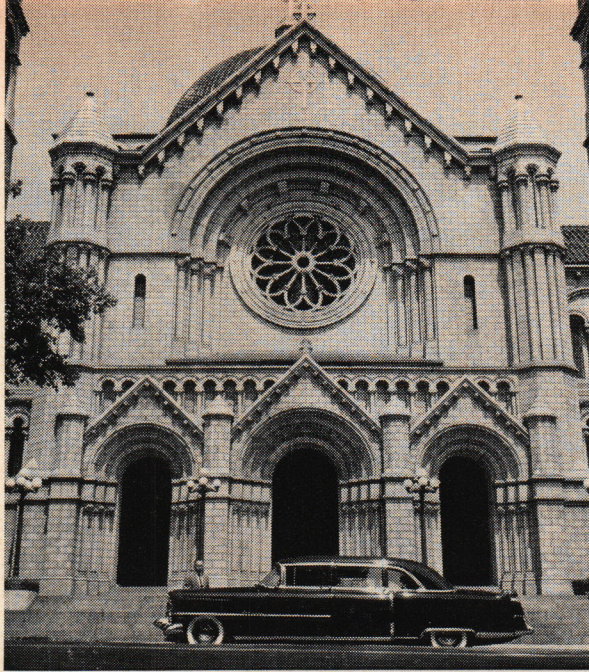
Photographer snaps brewery local leaders as they announce the signing of pension plan. From left are Joseph Paust, 133; Kenneth Beerhalter, 367; Robert Lewis, 6, chairman, and Philip Collins, 368.



Roger Murphy, a member of Auto Transport Local 604, drives pickup truck off a transport truck for transfer to Mississippi River barge in the background.



Right: Local 610 member George McGrath waits for wedding party outside St. Louis Cathedral.



Airline limousine driver, Harry Baysinger, member of Local 833, points out sights to city's visitors.



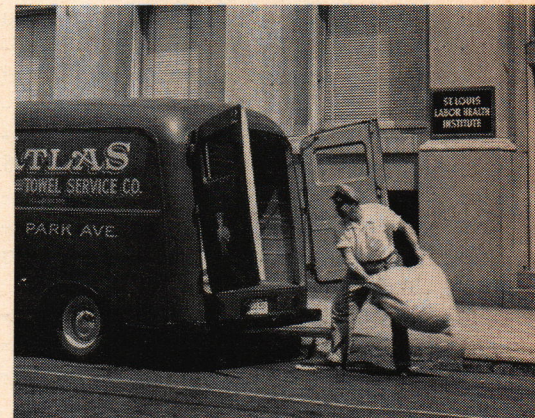
In the belief that each local union benefits by cooperation with the other locals in a strong Joint Council, J. C. 13 has inaugurated a series of quarterly luncheon meetings for all full-time officers and business representatives of the 20 local unions. Among the problems discussed is the need for strong political action in view of the fight for a "Right-to-Work" law in Missouri and the legislative threats to organized labor in America at large. J. C. No. 13 recently voted for full and active participation in the St. Louis Central Trades and Labor Union and the Missouri State Federation of Labor. And Gibbons has instituted a Community Action program in his own Local 688 as a pilot model that other local unions are watching with interest.

Under this program, a community organization parallels the traditional shop steward system. Under the direction of Local 688's Sidney Zagri, community stewards are selected to represent 15 union members in each of the city's wards. Grievances about community problems—sewage, rodents, traffic hazards, etc.—are filed with these community stewards and processed through Local 688. Meetings are held with aldermen or city officials concerned to obtain action on these problems. To implement Gibbons' philosophy that members are just as concerned with the problems of their neighborhoods as they are with the problems in their shops, a Community Stewards Assembly functions as the legislative arm of the Community Action program.

The plan is an outgrowth of the democratic tradition in the large warehousing local, where the 500-member Shop Stewards Council serves as the union's legislative body, and union meetings are held regularly on a shop-to-shop basis each month. Under Gibbons and his assistant, John Naber, 688's business representatives find themselves faced with a schedule of meetings nearly every night of each month. But strong rank-and-file loyalty and participation has resulted in 688's pioneering the renowned St. Louis Labor Health Institute, guaranteed wage plans, five-year contracts, no-discrimination clauses, and many other distinctive trade union developments.

Officers of other J. C. No. 13 local unions have also achieved notable successes in pioneering terri-

Laundry driver, Carl Luddvall, Local 366 member, delivers clean linens to the Labor Health Institute in the J. C. headquarters.



Floyd Green, member of Local 574 of Cape Girardeau, dumps at a quarry. Green works for Federal Materials Co.



tory. The Milk Drivers Local 603, under Secretary-Treasurer Patrick J. Burke, last year achieved the five-day week in the milk industry in St. Louis. Miscellaneous Drivers Local 610, in negotiations led by Secretary-Treasurer Saffo, achieved for its funeral drivers unit a contract guaranteeing steady employment to every regular driver employed at the effective date of the contract.

The four Teamster brewery locals, with Robert F. Lewis of Local 6 as chairman of the joint negotiating committee, recently formulated and negotiated the first industry-wide pension plan in the St. Louis brewing industry. Under the plan, among the most outstanding anywhere, 2,500 Teamster employees of Anheuser-Busch, Falstaff, Carling's, and Griesedieck Brothers breweries in St. Louis can look forward to

retiring with substantial pensions.

Joining with Lewis on the committee which negotiated this plan were Joseph Paust, Recording Secretary of Brewery Drivers Local 133; Kenneth Beerhalter, Secretary-Treasurer of Brewery Firemen Local 367; and Philip Collins, Secretary-Treasurer of Mill, Grain and Syrup Workers Local 368.

Similar strong gains have been made by the other local unions during the past few years, a credit to the high calibre of today's St. Louis Teamster leaders, many of whom are also active on the regional and national level.

For example, Harold Gibbons is acting director of the National Warehousing Division, Secretary-Treasurer of the Central Conference, and President of the Missouri-Kansas Conference of Teamsters.

Edwin Dorsey is Secretary of the National Automotive Trades Division, and Melroy Horn, President of Local 618, is Secretary of the Central Conference Automotive Trades Division. Earl Graves of Local 611 is Secretary of the Central Conference Bakery Division, and Robert F. Lewis of Local 6 is Secretary of the Central Conference Beverage Division.

Other St. Louis Teamsters are active in civic and labor affairs. For example, Dale Ferris, Secretary-Treasurer of Auto Transport Local 604, is an officer of Labor's League for Political Education in St. Louis, as is Dorsey. And Gene Walla of Local 682 is Vice President of the Citizens' Traffic Advisory Council of Greater St. Louis.

Contributions to the success of the Teamsters movement in St.

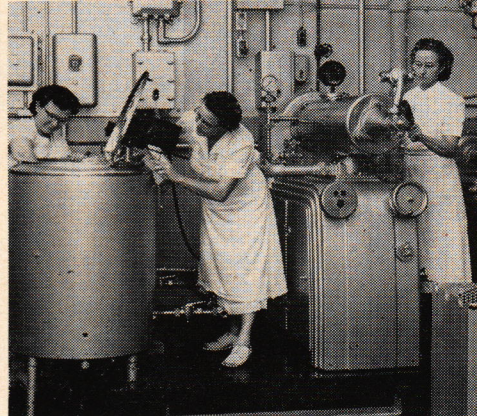
Harvey Scott, member of Local 574, seals bags of flour at Scott County Milling Company in Sikeston, Mo.



Henry Nash, left, discusses work at Rice-Stix Dry Goods Co. with Ernest Conn, vice president of Warehouse Local Union 688.



Cleaning up at Midwest Dairy Products are Georgia Randol, Lydia Schlegel and Opal Amelunke, all members of Local Union 574.



J. C. President Harold J. Gibbons, left, also serves as secretary-treasurer of the Central Conference of Teamsters. Here he holds consultation with Conference Chairman James R. Hoffa. Central Conference staff and research department are here.



Standing outside the new Community Center in West St. Louis are Robert Wever; Sidney Sagri, director of the program; State Senator Robert Pentland, business representative; Geraldine Wallenberg and Frank Spoengeman, all members of Local Union 688.



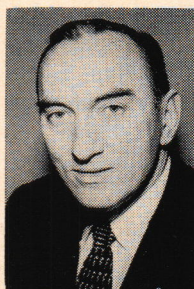
Louis have also been made by other local union officers—William Frenger, Secretary-Treasurer of Laundry Drivers Local 366; Les Dickens, President, and W. J. Bingel, Secretary-Treasurer, of Meat Drivers Local 700; and Peter Kunkel, President, George Kasting, Secretary-Treasurer, and Philip Mooney of Department Store Drivers Local 709, which International Vice President Daniel J. Murphy headed prior to his retirement.

OUTSTATE DRIVE

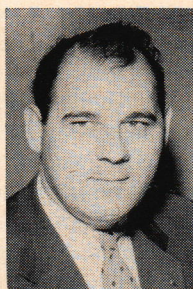
Outstate, the big drive is for organization, and J. C. No. 13's recently-established Organizing Department under Milton Zatinsky is aiding the outstate efforts as well as those in St. Louis. Acting officers of the outstate locals—H. E. (Pete) Harris of Local 21 at Hannibal; Thomas Edwards of Local 574 at Cape Girardeau; W. L. Anderson of Local 833 at Jefferson City; and Lee Blackwell and Charles O'Connor of Local 864 at Rolla—all are working in anti-union rural areas to build strong local unions there.

As a partial aid to outstate areas, the J. C. No. 13 Public Relations Department, under Jake McCarthy,

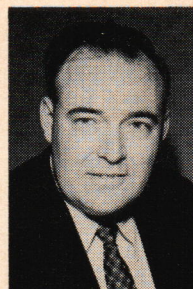
Officers of Joint Council 13



Harold J. Gibbons
President



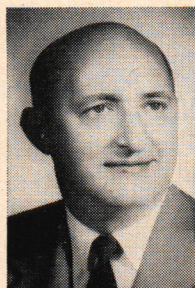
Eugene Walla
Vice-President



Charles Grogan
Secretary



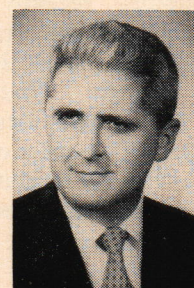
Pete Saffo
Treasurer



Edwin Dorsey
Trustee



Earl Graves
Trustee



Robert F. Lewis
Trustee

recently inaugurated an outdoor billboard advertising campaign along eastern Missouri highways. The public relations program also includes sponsorship of popular disc jockey radio programs in St. Louis at the present time in an effort to reach younger elements of the community with an explanation of trade unionism and the Teamsters' program.

BOXING SHOW

One of the major community projects of J. C. No. 13 is its annual all-star boxing show for a worthy charity. This year's event, featuring Joe Miceli vs. Luther Rawlings and Johnny Lombardo vs. Phil Kim in double main events, raised \$10,000 for the Polio Foundation.

J. C. No. 13's local unions are attaching great importance to negotiated social insurance and pension plans. A preliminary study of health and welfare plans in J. C. No. 13, being made by the Research Department, shows that approximately 77.8 per cent of the 40,000 Teamsters in the Council are covered by negotiated hospital and surgical benefits; 75.8 per cent covered by life insurance policies; 58.9 per cent by sick and accident plans; 38.5 per cent by pension programs; and 35.7 per cent covered by direct doctor

and medical services away from the hospital.

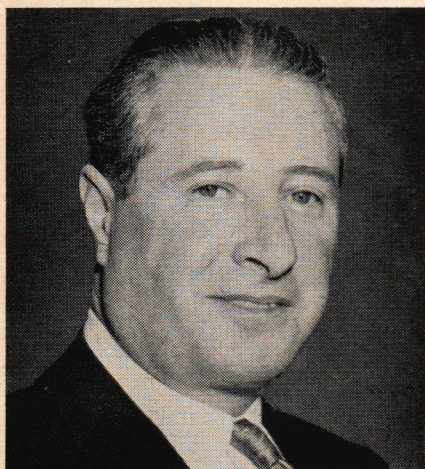
Including dependents, the 18 separate welfare plans in the area cover nearly 100,000 individuals and maintain in aggregate value more than \$73 million worth of life insurance, in excess of \$65 million in hospital and surgical insurance, and more than \$9 million in sick and accident insurance.

HEALTH INSTITUTE

One of the outstanding health and welfare plans is the St. Louis Labor Health Institute, renowned comprehensive medical care plan of Local 688. Celebrating its 10th anniversary this year, the LHI, with a staff of about 60 doctors and dentists and with a full-time medical director, occupies three floors of the Joint Council headquarters building in St. Louis. More than 14,000 members of Local 688 and their families are recipients of free medical, dental, surgical, and hospital care under the employer-financed plan.

The forward-looking program of the Teamsters in St. Louis has produced a smooth-working organization that means strong contracts and ever-improving conditions for the 40,000 members of Joint Council No. 13.

Fact Finder



Vice President Joseph J. Diviny, San Francisco, Calif., is scheduled to leave the United States in early October for a fact-finding trip to Europe. Mr. Diviny will consult with transportation leaders and will study highway and transport conditions in England, Eire, Scotland, France, Germany and Italy.

JERSEY CONVENTION IS HUGE SUCCESS

More than a hundred delegates representing 52,000 Teamsters, from the state of New Jersey, arrived at Atlantic City's Ritz Carlton Hotel this past month to attend the four-day Seventh Annual Convention of New Jersey Teamsters Joint Council 73.

Highlights of this year's meeting included the following:

1. Addresses to the delegates by General President Dave Beck, Secretary-Treasurer John English, New Jersey Governor Robert B. Meyner, and Commissioner of Motor Vehicles Fred Gassert.

2. Adoption of a new Joint Council Constitution.

3. Adoption of a convention resolution calling on all New Jersey locals to resist any attempts by the Iron Workers Union to infringe upon Teamster jurisdiction in New Jersey.

4. Speeches by prominent state leaders from Labor, Industry and City Government, including former Teamster Leo Carlin, now Mayor of Newark.

In his address to the banquet meeting General President Beck described the growth of the International Union, praised the advances made by Joint Council 73, pointed to the increase in membership in the New Jersey area and singled out for praise Vice President John Conlin, and Joint Council President Lawrence W. McGinley.

The annual report to the delegates, signed by Council President McGinley pointed, among other things to:

1. The establishment of a Joint Council office with a full time employee.

2. The growing success of the Council's Public Relations program.

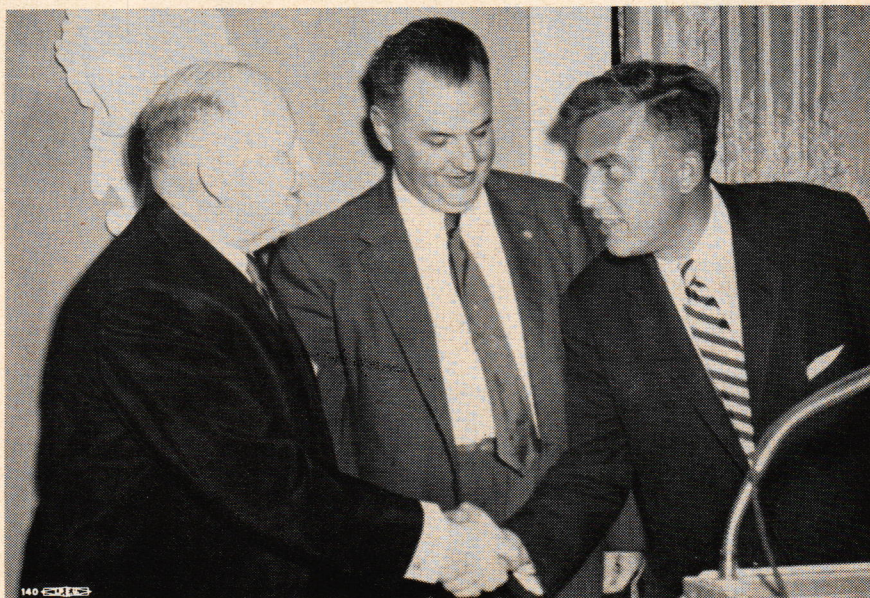
3. An insurance plan covering officers and business agents of all New Jersey locals with Joint Council affiliation.

4. A blueprint for handling jurisdictional disputes.

The theme of this year's meeting was support for good causes that fit within the structure of sound trade unionism. Embellishing upon that theme, McGinley stated:

"Here in New Jersey, this Teamsters Joint Council can be the most effective and most powerful labor organization in the state. Practically

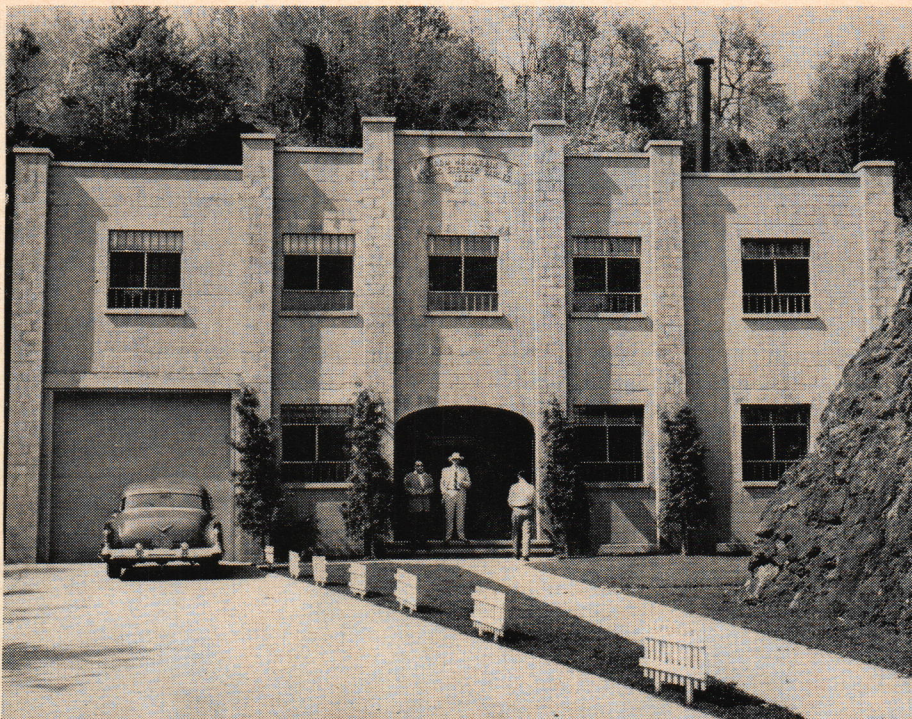
every other labor organization in this state, at one time or another, seeks the support and assistance of the Teamsters. If we are unified in either giving or withholding that support, you can readily see that this statement is true. Labor unions in this state now come to the Teamsters for support; and, if this support is granted on a fair and equitable basis, there is absolutely no reason why Teamsters Joint Council 73 should not continue to be the most powerful and potent group of labor unions in this state. This Council can be an agency of assistance to those who really need it."



Governor R. B. Meyner of New Jersey (right) greets General President Dave Beck at the Joint Council 73 dinner. Joint Council President Larry McGinley (center) presided.

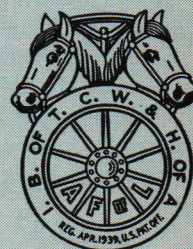


Teamster leaders at Joint Council 73 meeting in Atlantic City, N. J., last month. SEATED (left to right) —JC President Larry McGinley, General Secretary-Treasurer John F. English, General President Dave Beck, and International Vice President John F. Conlin. STANDING —Herbert Heilmann, Ed. Sullivan, Wm. Gonder, Fred Carlin, Patrick Riley, Jules Feldblum.



The entrance to "The World's Safest Place," the atomic-bomb-proof storage vaults in upper New York. Teamsters work in this imposing and unusual vault with its valuable contents.

TEAMSTERS



THE world's biggest strongbox, atom-bomb-proof beneath a mountain of iron called Iron Mountain, is the world's most unusual warehouse.

This impregnable warehouse for records and valuables, the Iron Mountain Atomic Storage Corporation, is located near Hudson, New York, about 125 miles north of Manhattan near the Catskills and the Hudson River where Rip Van Winkle was supposed to have had his 20-year snooze.

Today many valuable records, objects of art, and even such items as fur coats are resting easily like Old Rip beneath the great mound of earth called Iron Mountain. Here members of Local 294 are doing one of the most unusual warehousing jobs in the world.

Twelve warehouse members do their work in a vault called the "safest place in the world." Over the storage rooms lining a corridor that stretches 900 feet back into the bowels of the earth lies 200 feet of solid rock. Off to the sides of the ninety concrete-lined rooms stretches more solid rock for hun-

dreds of yards in all directions. The one entrance is protected by a case-hardened steel door thicker and stronger than the one at Fort Knox that guards the nation's hoard of gold. The door itself is set back into the face of the mountain.

Even a direct hit by an atomic bomb probably wouldn't put this great underground treasure chest completely out of commission. The entire establishment is air conditioned against the effects of radiation. Exact humidity controls are also in effect. The air conditioning plant is tucked away under the mountain, too. If the outside power fails there's a standby diesel-run plant ready to go that's tested every week. And there's even an extra diesel for the standby; a standby standby so to speak.

The mountain itself consists of low-grade iron ore which shields the vaults and its personnel from the effects of radiation and there is a considerable cache of food and water stored away for their use if it is ever needed.

Some time ago THE INTERNATIONAL TEAMSTER told of the mushroom

plants which were operating in abandoned mines in upstate New York. This is related to those mushroom plants in that this, too, was an abandoned mine; iron instead of limestone. It was converted to this use by one of the partners in the mushroom business, Herman Knaust. Knaust, who wears big Texas-sheriff-style hats, drives big, long, automobiles like the devil was chasing him and appears to be a Westerner rather than the New Yorker of German stock that he is, bought the mine for \$9,000. It was an old, old, mine, dating back to Revolutionary days, and the mountain was originally called Mount Thomas. "Iron Mountain" was the name hung on it by Knaust when he bought it. There's something solid about the name, especially if you're going to store valuables inside it.

Knaust's decision to make his mountain into an ultra-safe mole hole came in 1950 when the Korean affair had businessmen worried about where to put their records in the event an all-out atomic war developed. Some resorted to camouflage, such as the bank which bought a

WORK IN WORLD'S BIGGEST STRONGBOX

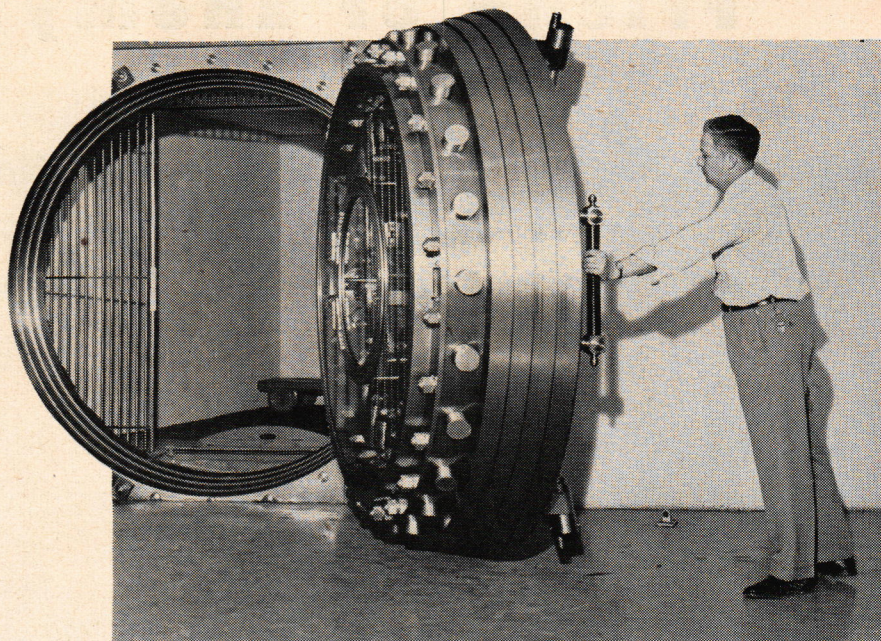
dairy farm and rebuilt the interior into a mammoth vault without changing the exterior view. The hope was that an enemy bombardier wouldn't discharge his load on a pastoral scene such as the "dairy farm" afforded.

Many valuables of the financial institutions of New York are in vaults as far as a hundred feet below the surface of the street. But, if the city were atomized, the records, though possibly preserved, would be useless beneath millions of tons of radioactive debris.

When Knaust made up his mind a couple of days before Christmas in 1950 to make an atomic-proof storage warehouse, he wasted no time. On December 26 a construction gang went to work lining the interior of the old mine with concrete and blasting out some additional space to square off the corners. In eight months the vault was a going concern with a sales office in New York selling space in the 90 vaults covering more than 130,000 cubic feet of storage space. In all, the firm has spent about \$750,000 on the storage vaults.

There is a microfilm storage room which can hold the fantastic total of 198,000,000 average-size business records on readily accessible film. Microfilm reading equipment

(Continued on page 30)



Robert Backus, member of Local Union 294, Albany, closes the mammoth steel door of the vault. The door is thicker and stronger than the one which holds the U. S. hoard of gold at Fort Knox. This is the only entrance to the vault.

Below: This photograph shows a few of the 90 individual airconditioned and humidity-controlled vaults buried deep inside Iron Mountain. Many insurance companies and financial institutions store microfilmed business records here.

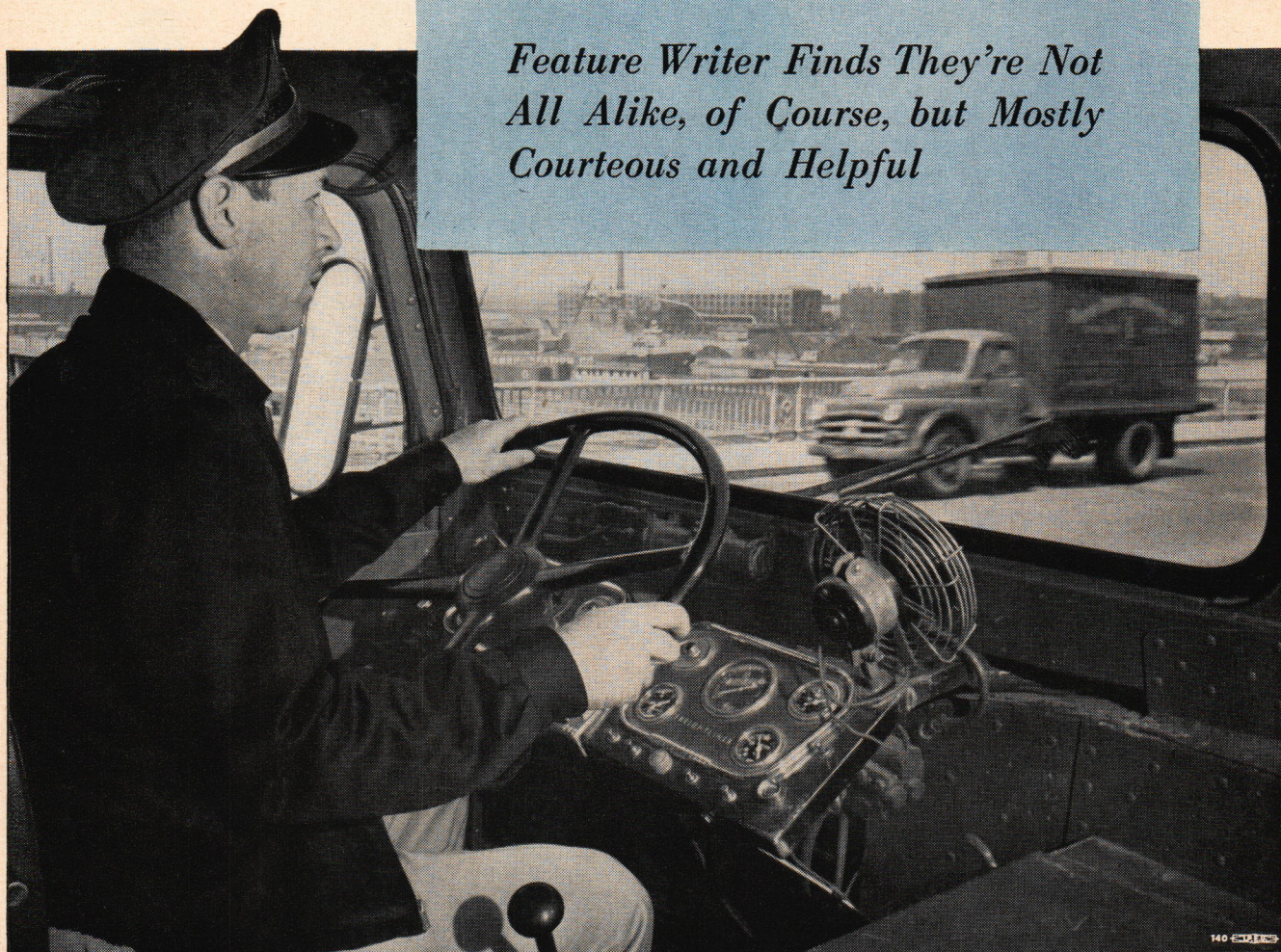


Before anyone can gain entrance, he must register in with attendant. Ralph Fitch, Local 294 member, has visitor sign record.

TRUCK DRIVER

Friend or Enemy?

Feature Writer Finds They're Not All Alike, of Course, but Mostly Courteous and Helpful



By VIRGINIA MARMADUKE

CUSSING the truck driver is fading as a typical American sport. The new look at the motor transport jockey is up—instead of down—and he is earning it on his own.

In a three billion mile contest sponsored last year by the National Safety council, the pros-of-the-road cut their accident rate 10 per cent for a new record of 64,000 miles of travel per accident.

During the same period, Mister Private Car Driver was having an

accident every 25,000 miles, according to statistics.

Another reason for the rising respect for transport operators may be their new roles of friends indeed. Many now travel under company

Virginia Marmaduke, feature writer for the "Chicago Tribune," decided to find out how the truck driver rated with the public. Her subject was Arthur Wagner, 39, of Calumet City, a member of Local 710, Chicago, Ill.

orders to help fellow motorists in trouble.

Typical of the new look in truck drivers is Arthur Wagner, 39, of 1520 Shirley dr., in Calumet City. He is a 1955 National Safety council award winner for three consecutive years of perfect driving.

Wagner works for Consolidated Freightways, Inc., a general frate company that operates in excess of 60 million miles a year through 15 states. The 72 drivers working out

Wagner, a teamster with a perfect driving record of more than three years and 1955 National Safety Council Award winner, is shown here with Rex J. Wellman and Paul Engels of Consolidated Freightways, Inc.



of its Chicago terminal at 2000 W. 32d st. chalked up an enviable record last May 5. They completed one million miles in 68 days without an accident.

Wagner is proud of being a professional driver.

"I average between \$7,000 and \$8,000 a year and own my own home and am able to maintain a comfortable living standard for my family."

His first job, at 17, in his home town of Albert Lea, Minn., was as butter maker for a dairy. But the job was his method of getting close to the big milk trucks. In a year he had made the driver's seat.

In 1945 he shifted to the Northern Limited bus lines, working a Chicago-Wisconsin route. Three years later he married one of his regular passengers. She was pretty Margaret Levie. They now have two sprightly sons, Richard, 4, and Scott, 1.

Until a year ago, Wagner worked a Consolidated Freightways "sleeper run" to California, six and one-half days each round trip. Alternating at the wheel, he and a partner took turns sleeping in the built-in bunk behind the driver's seat.

One winter afternoon in 1952



Teamster Wagner spends much more time with his family now that he is on shorter runs. Sons Scott (left) and Richard, naturally lean toward trucks as toys.

they plowed into the middle of a Nebraska snowstorm—and 29 hours of highway drama. Blocked by a car, half buried in a big drift, they investigated. Huddled together inside was an elderly couple. The woman was near hysterics. Wagner carried her to the truck and tucked her into the warm bunk.

By nightfall four other cars had lined up at the impassable drift. Because they were dressed warmest, Wagner and his partner took flashlights and scouted up a farmhouse a mile ahead where a friendly farmer took in the 16 cold, wet, and hungry travelers.

Wagner remembers how the farmer's wife robbed her henhouse for eggs and cooked stacks and stacks of pancakes. They were snowed in 29 hours before plows cleared the road. The elderly couple wrote a letter to Wagner's company, calling him a "highway hero." They still send Christmas cards.

Through seniority and expert performance, Wagner has for the last year enjoyed a "country club" run. It is short, sweet, and regular. He makes three round trips a week from Chicago to Mauston, Wis., for a weekly total of 1,356 miles. His steed is a diesel-powered semi-trailer truck with 10 speeds forward and 175 horsepower. His loads vary and may range from frozen foods, furniture, and machinery to explosives.

He reports to the Chicago terminal around midnight, ready for his pre-dawn run. Wagner pulls out about 1 a. m.

On arrival at Mauston, about 7:30 a. m., he turns over his trailer

to a waiting driver for delivery to other points north and west. Wagner sleeps eight hours and then picks up his return load to complete his company's 12,000-mile track meet which uses trucks instead of relay race sticks. He usually is home by 1 a. m.

Wagner says the truck driver can be a highway friend—instead of foe—if private car drivers will "talk" to him through now accepted motor-ing signals. To pass safely, at night, blink your headlights. If it is safe to pass, he will answer with two blinks of his trailer lights.

In daylight he will answer your horn with a come-on wave of the arm if all is clear ahead.

"Don't hesitate to ask our help if you are stranded on the road," he invited. "We usually are bonded drivers with our identifications in full view."

In his role of friend in need, Wagner once helped save the life of a driver pinned under a tilted car. He hack-sawed the man loose and applied a life-saving tourniquet as they awaited an ambulance. Wagner has given roadside first aid and emergency help to at least 50 accident victims.

There are 9,792,000 registered trucks operating in the 48 states of this nation. Some of the drivers—and some of the transit companies—have yet to assume the standards Wagner and his firm have achieved.

But the words "blankety-blank truck driver" are not being used as much these days. Wagner hopes they will disappear, eventually, from the American vocabulary.

Teamsters Battle Floods

(Continued from page 14)

While he waited at the creek, Ross saw a wall of water come roaring down, hit a stone house, and explode it as though a charge had been set off inside it. He worked 36 hours continuously, hauling emergency water to Scranton's six hospitals which were waterless and to the residents, as did other Local Union 229 members.

"Later, sitting at home, I started thinking about how that wall of water hit that house and exploded it and about how I could have been in its path if the high water hadn't stopped me" he said. "All of a sudden I started shaking all over. . . after everything was over and done with!" Ross was a typical delayed shock reaction. He had been so busy he hadn't had time to think of his own narrow escape.

Willard Hazen, a Rogers Motor Lines driver in Scranton, almost added his name to the roster of 65 flood victims in Pennsylvania when the rescue boat he was manning at East Stroudsburg capsized in a violent rush of water. As he was swept downstream he managed to grab the branch of a tree and pull himself back from a watery death, for anyone swept away by those mad waters was doomed.

WALL OF WATER

William Cullinan, a driver for a Scranton taxi firm, was working the night shift when the flood struck. He dashed home in answer to a call from his wife, only to find that four feet of madly swirling waters stood between him and his home. He watched anxiously all through the night as flood waters battered their house. The next morning he helped rescue her with Army "ducks" which were in use by National Guardsmen.

John Goodfellow, another Local Union 229 member, lost all his family's personal belongings in the flood. He helped evacuate many people and, while he couldn't reach his own furniture, helped others carry their furnishings to safety.

Ed Grabowski, a driver for the *Scranton Times*, called on his knowledge of the minor roads of the

area to enable him to get into the Pocono section with the first "outside news." His intrepidity was valuable because he was thus able to quell a rumor which threatened to excite the people in those areas to panic. By use of a two-way radio, he and other *Times* representatives who made it into the area were able to call for needed medical supplies and personnel.

HUNDREDS OF OTHERS

For every recorded instance of Teamster dependability and outright heroism; of heartbreak as Teamsters and their families suffered losses in the floods, there are

doubtless many hundreds of other instances of both heroism and heartbreak. It is impossible, of course, to gather or record all these instances. But those which were uncovered were no doubt representative of the selfless community service freely given by the Teamster rank-and-file members and their elected local representatives. Their losses were all too typical of other pitiful losses by members. But all Teamsters, by going through such an annealing experience of disaster, have proven to their neighbors and the communities in which they live that they are "neighbors" to anyone who stands in need of the services which they are uniquely qualified to provide—come hell or high water!

1955 ANNUAL MEETING

Eastern Conference of Teamsters

Time: Nov. 3 and 4
First general session 9 a.m. Nov. 3
(Policy committee meetings will be held in advance of the general session.)

Place: Mayflower Hotel
Washington, D. C.

Registration: 4 to 9 p.m. Nov. 2 and
Thursday morning at the
Mayflower Hotel

Thomas E. Flynn, chairman, and Joseph Trerotola, secretary-treasurer, in the official conference call have urged all local unions in the Eastern Conference area to send as many paid officials and representatives as possible in addition to the regular delegates to which they are entitled.

TEAMSTER TOPICS

Nineteen Attend School

Nineteen members, representing nine local unions of Joint Council 40, attended the State Federation-Pennsylvania State College Institute for Labor during the week August 15-19.

Vice President Harry A. Tevis encouraged members of the Pennsylvania Teamsters' locals to attend and the response was gratifying to all officials.

Attending were Luther B. Ickes, representing the Joint Council; Frank J. Burdy, Bernard Marcus, John Morris and Andrew O'Hara, Local 169, Philadelphia; W. Matthews, 205, Pittsburgh; Earl C. Bohr, secretary-treasurer of the State Federation (former member of 249); Patsy Casane, 397, Erie; John Krushin, Paul Malacarne, John O'Rourke and Carl Yabrosky, 401, Wilkes-Barre; Vicki Letizia, Harry W. Yocum and F. L. Alexander, 564, Meadville; Theodore Johnson and William Miller, 609, Pittsburgh; Richard Leonarski, 636, Pittsburgh, and James Wetzell, 764, Milton.

IBT-UIU Meets

Steps in the mutual cooperation program of the Upholsterers' International Union and the International Brotherhood of Teamsters were reviewed last month in a meeting of the two committees representing the unions. The meeting was held at the Palmer House in Chicago, September 15.

Attending for the Teamsters were Vice President Einar Mohn; Harold Thirion and Thomas E. Flynn, all of Washington, D. C.; Dave Sark, representing Vice President John T. O'Brien, of Chicago, and Jack Anand, of Los Angeles. Committee members from the UIU were Alfred Rota, George Buckner, Tony Resmhardt and Reed J. Stoney.

Joint progress was reviewed and minor jurisdictional matters were adjudicated. The committees agreed to have the two internationals better inform the membership in order that the work of the committee might be

more widely known. The next meeting will be held in February at the UIU Retirement Home in Florida.

Pension Plan Okayed

A new pension plan to cover more than 2,500 brewery workers in four St. Louis breweries goes into effect October 1. The plan was hailed as the best plan in the industry by Robert F. Lewis, chairman of the Teamsters' brewery workers negotiating committee. It is the first industry-wide pension plan in the field in the St. Louis area.

Under the plan, members employed at Anheuser-Busch, Carlings, Falstaff and Griesedieck Brothers can receive a maximum pension of \$122.50 a month after they reach age 65 with 35 years of service.

The plan calls for pension payment based at the rate of \$3.50 per month for each year of service. Members are also given credit for time worked prior to and during prohibition.

The plan will be financed by an employer contribution of \$5 per week and an employee contribution of \$1 per week.

The four Teamster locals covered by the new plan are Brewery & Maltsters Local 6, Brewery Drivers Local 133, Brewery Firemens Local 367

and Mill, Grain and Syrup Workers Local 368.

Several smaller companies employ members covered under the pension plan, including St. Louis Brewers Yeast Company, Elam Grain Company and Beer Distributors Company.

"Wanted Alive"

Teamsters' Joint Council 26 of Cincinnati made the front pages of the local papers with "scare" picture below as part of their back-to-school safety campaign.

The circular was distributed by the thousands to motorists in the area and the papers reproduced it, giving wider circulation to the J. C. 26 promotion.

Under the picture is a typical description of a typical boy. The copy says the boy is "wanted by his parents for cookie jar disappearances, and excessive dirt on towel, by the community for leading role in affairs 15 years from now, and by his playmates for outfielder and halfback."

The circular goes on to point out that "this boy may appear suddenly from between parked cars, against the stop signal or chasing a ball into the street. Do not relax your vigil for an instant. He must be returned to his parents unharmed."



Teamsters Work in Strongbox

(Continued from page 25)

is also available to the vault's customers, which include banks, insurance companies, brokerage firms and even the celebrated New York sporting goods firm of Abercrombie & Fitch. Some nervous private citizens have sent clothes, paintings and miscellaneous personal belongings there for safekeeping. Some museums and galleries have paintings and statues packed into the vaults. There is absolutely nothing inside the vault which will burn except the stored material itself which is considerably and deliberately dispersed. Insurance premium savings will pay at least half of the storage charges. Water damage would be hard to visualize; you go up a hill to the entrance 500 feet above the Hudson River and, once inside, you walk uphill as you go back into the vault.

NOTHING OVERLOOKED

There has been nothing overlooked. Even if all roads and railroads were destroyed, the customers could still get to Iron Mountain by helicopter via the special helicopter landing deck close by the entrance to the vault!

Anybody who goes to the vaults, be it by helicopter or horse, has to stand up and be recognized through a heavy steel grating. He then must "sign in" before a huge front door is opened to him. But even now he's not "in"; he must walk through administrative offices before arriving at the storage area through the mammoth 400-pound vault door. If you have microfilm in the vault and should want any portion of it, you can get it by a telephone call. But there is a pre-arranged identification code you will have to know. If you go in person you must have your identification card with you. And you can go anytime; the vault is open (for business, that is!) twenty-four hours a day.

UNKNOWN CACHE

There is no telling just what all may be inside Iron Mountain. Many companies took space with the understanding that no one was to know

that they had space. One large and anonymous industrial organization sent two truckloads "of something" to the vaults, put them in the room it had leased, then sent an employee out to set the combination on its door. No one knows what is in there. In fact no one knows who *does*

know what's there. If the person or persons who know should die and take their secret with them, perhaps some archeologist digging around in what used to be Upper New York State, U.S.A., might have a considerable surprise in, say, about 91955, A.D.

MISERY TRAVELS WITH FARM MIGRANTS

THE worst child labor in America is found among our agricultural farm migrants. This is due to the conditions under which all migrants live and work.

A million of them drift from state to state searching for employment and a better life for themselves and their children. They enrich each community, but remain poor, averaging 100 days work a year and earning about \$550.

They eat more poorly, wear worse clothing, live in more wretched housing, and have less education, less medical care and less legal protection than any other group of American workers.

They have more unemployment, more sickness and sorrow, more child labor, more deaths among their children, more frustrations than any other group in our land.

The migrant problem is a complicated one; there is no single villain in the piece. Neither is there one solution—there is room enough for everyone to get into this act.

Local and state governments have shrugged their duty, but the Federal Government is not blameless.

The last session of the Congress refused to allocate \$181,000 to the U. S. Office of Education to further the educational opportunities of migratory children. This is only 50 cents per migrant child per year, yet Congress apparently felt that this was an extravagant expenditure of public funds and denied the appropriation.

Migratory life, even if many of its bad features are controlled, prevents a normal home life for parents and children. For that reason, it would be desirable to reduce migrancy.

That can be done by more effective use of the manpower available in a local community. Of course, farm operators have a hard time finding enough local employees because of the low wages. A rise of wages and improvement of working conditions would attract more local people and reduce the need for migrant workers, which everyone agrees is an inefficient and unreliable way of recruiting labor.

A comprehensive program of remedial legislation is needed to secure for migrant workers the conditions necessary for a decent living. These include minimum wage laws, effective child labor and school attendance laws, sanitary housing regulations, the right to join unions, regulation of unscrupulous labor contractors, safe transportation, and the protection of workmen's compensation and unemployment insurance.

Communities which need migrant farm workers so sorely might find it both wise and profitable for them to try to develop supplementary employment opportunities in their own localities, thus holding the migrants on a year-round basis.

These reforms will not solve all the problems but they will help. Migrants, because of their itinerant status, are, in effect, almost a stateless and voteless group and, therefore, politically powerless. They sorely need the strength and the help of their industrial brothers. Let it not be forgotten that migrant farm workers are productive workers, essential to our economy, and vital to our national prosperity. It is indefensible for our public policies to set them aside as second-class citizens.

WHAT'S NEW?

Bar Clamps Handle Large, Bulky Objects

A versatile bar clamp, designed to firmly hold large or small objects formerly too bulky to handle, has been announced by a Chicago firm. Designed for welders and machine tool shops, this heavy duty ¾-inch pipe bar clamp with sliding jaw for quick adjustments can be used either vertically or horizontally. Tested to 4500 pounds, the clamp has a 15-inch opening capacity with its standard 12-inch pipe bar. Extra bar extensions of any length, however, can be furnished.

Announce New Black Top Floor Seal

A new process for repairing, protecting and preserving asphalt and black top surfaces has been announced which utilizes two products of a well-known Cleveland firm. The first is a fine granular, ready-mixed plastic material formulated for the specific purpose of filling cracks and preventing surface deterioration. After this has been applied, effecting repairs on the old surface, it is then coated with a second application with a brush, mop or squeegee in a thin coating of the second substance to form a smooth, tough, waterproof surface. This application, it is claimed, will protect against abrasion, frost damage, blisters and deterioration. It is unaffected by sun and extreme temperatures as well as being impervious to oil, grease and gasoline.

Finger-Tip Control Of Timing Light

A Michigan firm has just announced their new timing light which features a trigger switch that gives the mechanic instant finger-tip control of the light's operation. At the same time the switch also shuts off the mechanism as soon as it is put down. Among the other features claimed for the light are a lightweight, break-resistant cast aluminum construction that permits rough handling, internal ground for absolute shock protection, and a slender compact design that permits the light to fit into tight places with ease.

Strength, Light Weight Of Rigid Side Panels

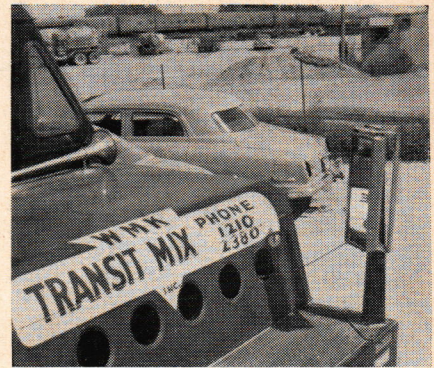
Combining the strength of steel with the light-weight advantages of aluminum is a new line of trailers constructed with

Teamster Invents Rear-View Mirror

A member of Local 631, Las Vegas, Nev., has invented a rear-view mirror that can be controlled from inside the cab by means of a simply mounted control cable. Don Cooper has called his new device "Turn-a-Mirror."

Designed to give the driver full visibility to the side and rear of his truck at all times, the mirror turns to a radius of 60 degrees and gives the driver a 90-degree view. It can be turned at night to deflect lights from the driver's eyes and is made in models for both the left and right sides of the vehicle.

"Turn-a-Mirror" eases the hazards of changing lanes in traffic and makes backing much easier and safer. It is also useful at "Y" intersections and eliminates "blind spots." Fitting into the standard mirror bracket now in use, the mirror's installation is simply accomplished by drilling one hole for



the control cable to enter the cab. The controls can be mounted in any position which is convenient for the driver. Further information may be obtained from Brother Cooper in care of Local 631, 1020 South Main St., Las Vegas, Nev.

stainless steel metals and marketed by a Buffalo firm. Said to resist the onslaughts of corrosion, wear and age, the trailer's dimensions are 35 feet length and 8 feet width. The volume is 2,100 cubic feet.

Unusual in that it has no underframe and supporting beams, the skin of the trailer carries the load and the paneling is said to be mar and scratch resistant. Since the surface is broken into geometric patterns it should eliminate objectionable sunlight glare.

Double Adjustment Of New Wrench

A versatile tool now being distributed by a Washington manufacturer is a pipe wrench whose jaws can be widened or narrowed by means of a double-leaf spring, as well as by the usual wheel adjustment. This feature permits the wrench to be used on pipe of several different diameters, varying by as much as three-quarters of an inch, without alteration of the wheel setting. This convenience is in addition to the fact that the spring makes possible a quick grip and release.

Safe Solvent Replaces Carbon Tetrachloride

For faster, more effective and safer cleaning of electrical equipment an improved safety solvent has been developed to replace carbon tetrachloride. This non-conductive liquid is said to emphasize the factor of safety by using the least toxic and least inflammable ingredients.

Develop Oil for "Year 'Round" Conditions

Developed to act rapidly at low temperatures, to be highly resistant to fuming off and to the formation of sludge is a new motor oil described as "year 'round." Known as Amalie 1-2-3, the new oil,

which has been developed for use under all service and weather conditions, is recommended where SAE 10W, 20-20W, or 30 is indicated and for API services ML, MM, MS and DG.

Efficiency, Economy Of New Spark Plug

Greater spark contact area is provided by the annular ground electrode design of a new spark plug. According to the Washington manufacturer, this permits greater efficiency and economy of operation than conventional spark plugs.

Power Plant Is Versatile, Portable

Compactness and mobility are featured in a portable power plant that weighs 30 pounds and occupies no more than a cubic foot of space. Supplying 26v at 50 amp, continuously, this portable generator package has a self-contained gasoline engine, using less than a half a gallon of gasoline per hour, and is equipped with a self-starter and a muffler. The versatile unit can be used to power electric motors, refrigeration units, two-way communications equipment, air conditioners and to charge batteries.

Plating Compound Features New Process

By use of a new plating compound, brass, copper, stainless steel, aluminum and chrome can be built up to a thickness in minutes of spraying time. This new process of cold plating of metals, wood, plastics and compositions, chemically combines metal and liquids which are then sprayed and buffed to a bright plated surface. The compound can be applied by spraying with a standard lacquer type gun, by dipping, or by flowing on with a brush.

LAUGH LOAD

Conservative

"I don't know what I would have done without you," said the grateful client to his attorney, after he had been acquitted. "Ten years, at the very least," replied the attorney.

Good Reason

A union organizer, conducting a drive in our town, was making a round of house calls. On one call, a small boy was sitting on the porch steps, busily adjusting his skates.

"Your Pop at home, son?" the organizer asked, patting the young one on the head.

"Yup," said the boy without looking up.

The organizer rang the bell. No answer. He rang again, and again, and again. Somewhat miffed, he turned away from the door and confronted the youngster.

"Didn't you say your Pop was home?"

"He sure is."

"Then why doesn't he answer the doorbell?"

"Maybe because we live on the next street."

Oblige the Neighbors

"Never waste household scraps," says an economy hint.

Agreed. Open the windows and let the neighbors hear.

Baldies Arise

Nine bald members of the Ohio House of Representatives urged an investigation of haircut prices, demanding a reduction "for those of us who through no fault of our own are endowed with that badge of experience and ability called baldness."

22 Clicks

G. F. Miller, head of a rural telephone company, told the Illinois Commerce Commission his own phone line has 22 subscribers—and they all listen in on calls. How do you know?" he was asked. "When I pick up my phone. I hear 22 clicks," he replied.

Dire Need

Applying for a scholarship, a graduate student at the University of Colorado explained as follows why he needs as-

sistance: "My wife and I are now separated, which has left me as my sole means of support."

First Thought

The teacher was trying to make Elsie understand subtraction and she said. "You have ten fingers, now supposing there were three missing, what would you have then?"

"No music lessons," said Elsie promptly.

Whole Mirror Please

Hotel Guest: "Please send up a full-length mirror."

Clerk: "But there's a half-length mirror in your room already."

Hotel Guest: "Yes, and twice I've gone out without my trousers."

Sort of Handicap

Friend: "Why have you given the general such a peculiar pose?"

Sculptor: "Well, it was started as an equestrian statue, and then the committee found they couldn't afford the horse."

Wouldn't Listen

Judge: Didn't I tell you the last time you were here that I didn't want to see you here again?

Prisoner: Yes, your honor, that's what I told these policemen but they wouldn't believe it.

Added Color

"Did Pat give you that black eye?"

"He did not. He only gave me the black. The eye I had all the time."

New member in our local, tall, square-shouldered, dropped into the town tavern and banged the bar with a heavy, hairy fist.

"When Big John drinks, everybody drinks!" he boomed.

Everybody joined him in a round, including the bartender. Twice more the routine was repeated, the big man pounding the bar and everyone dutifully swallowing another hookerful. When the third round was done, Big John slapped some money on the counter and thumped toward the door, shouting:

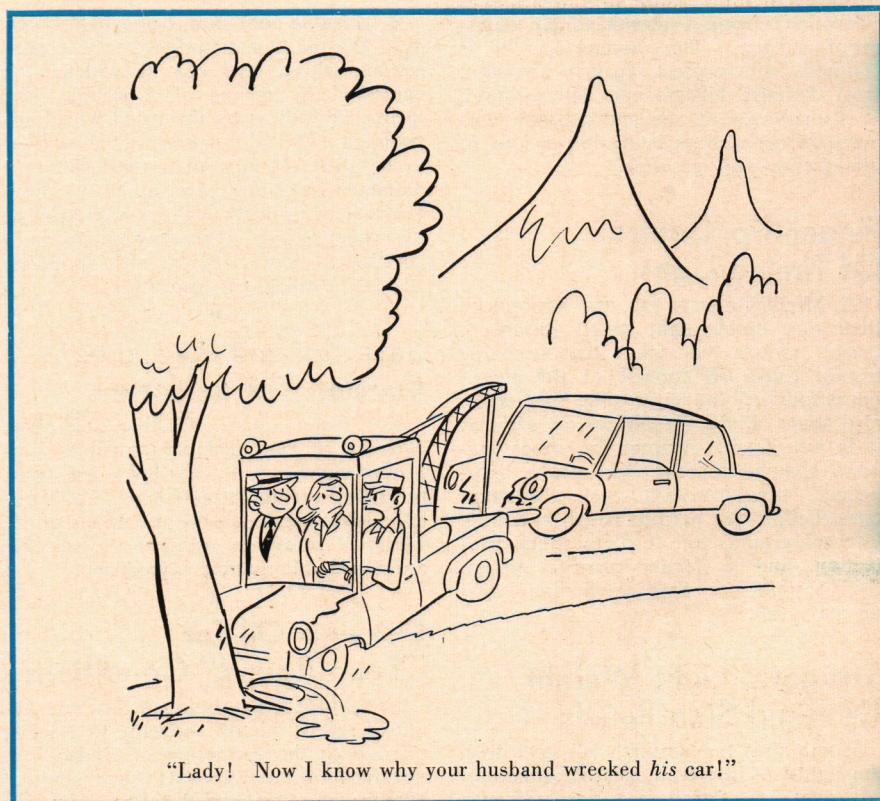
"When Big John pays, everybody pays!"

Good All Round

"My dear, a great doctor says women require more sleep than men."

"Indeed?"

"Yes, dear; so—er—perhaps you'd better not wait up for me tonight."



FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, September, 1905)

LABOR PROGRESS

The October, 1905 issue of the International Teamster carried a Labor Day Meditation by Charles Stelze telling of the improvements in working and living standards in the century just passed. He attributed much of the progress to the work of trades unionism.

"The pessimist has forgotten that only a few short centuries ago half the world lived in slavery and human life was counted so cheap that men and women were killed for sport. Speak to him of progress made by working people and he will fling into your face the bitter argument of the anarchist, unmindful of the day when labor was considered degrading and dishonorable—when the philosophers declared that a purchased laborer is better than a hired one; when the working men lived in a small, dingy, foul smelling room; when he slept in cellars and over open drains; when men worked sixteen hours a day the year round, without being paid for overtime."

GOMPERS TRIBUTE

Samuel Gompers came in for praise from *Teamsters* as the date for the American Federation of Labor convention drew close.

"It is owing to the untiring efforts of Samuel Gompers that the American Federation of Labor has made the success which it has attained. President Gompers is, indeed, a friend and adviser of the working people; a natural born leader; he has the ability to grasp intelligently

the many complicated situations which arise from time to time, and in his capacity as president of the vast army of working men he often is called upon to settle the most intricate question and render advice and assistance of the most trying positions.

"That he will continue as the leader of the American working people there is no doubt. He has proven after over twenty years of service that he is a man well qualified for the position which he has so long and so successfully filled, and year after year the delegates who assemble in the convention of the AFL show their appreciation of his work by unanimously re-electing him as president. May he long fill the position which he now holds to the credit of the working people of the country."

SECESSION ATTEMPTS

Most of the columns of the October issue were devoted to the problem of a threatened secession from the IBT by certain followers of a man beaten in his bid for election to the office of first vice president at the convention in Philadelphia.

This man had circulars printed and mailed them to each local union. He advocated that these locals withdraw from the parent body and follow him into the organization of a new international union.

The circulars seemed to find little favor with the members as letters to the general president printed in the magazine showed. Officers and rank and file members wrote the general president voicing their support. They denounced the defeated candidate as a "sorehead" and much was said about a little faction known as the "Vaseline Club," formed at the convention in Cincinnati when the secession leader and some of his friends were also defeated in their bids for election to offices.

It seems that the Vaseline Club was the result of a practical joke. A delegate slipped out and bought a jar of Vaseline, then after the election was over sent it to the defeated clique for the purpose of soothing any soreness on the part of the losers.

A picture of the club was carried as a frontispiece for the magazine. The editor advised the members to disregard the

circulars being sent throughout the country.

"Pay no attention to the circular which you are receiving and let it not be said that the Employers' Association has, through securing his services, done what their money has failed to do in the past, viz., that of disrupting our union.

"No man in his station of life can afford to send out these circulars, pay office rent, stenographers' salary and run a newspaper out of his own pocket. It costs thousands of dollars a month to run the General Office (so he says), and the same applies to the office which he has started. That the employers are behind this movement there can be no doubt, as they are more than anxious to destroy our organization."

A WISE SCOT

Under the heading of "Sense and Nonsense" the October issue quoted a man speaking to a Pittsburgh audience on safety. He urged the people to use caution and care in their busy lives.

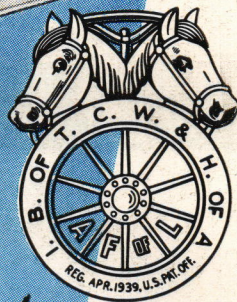
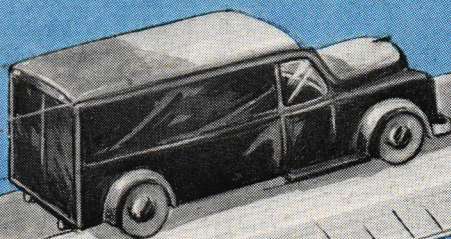
"The Scot is noted for his forethought. A bald Scot, on a visit to London, paused to look at a display of hair tonic in a chemist's window. The chemist, himself a bald man, came out and tapped the Scot upon the shoulder.

"The very thing for you, my friend, let me sell you a bottle of this tonic. It is the greatest medical discovery of the age. I guarantee it to produce hair on your head within twenty-four hours."

"Aweel," said the Scot, in his dry cautious way. 'Aweel, ye can gi the top of yer head a rub wi it and I'll look back i th morn and see if ye're tellin' th truth.'"



A
GOOD
RULE
TO
STAND
ON



HAVE IT *Teamster*
DELIVERED!